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# Morning Oregonian.

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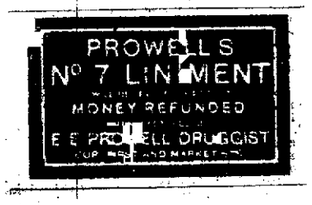


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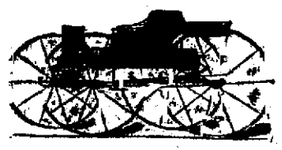

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## NCTHWESTERN NEWS.

### Latest From the Skeena River Indian Revolt.

IMPORTANT RAILROAD MATTERS.

A Montana Murderer Captured—Notes of Interest From Various Sections of the State and Territory.

VICTORIA, B. C., July 29.—H. M. S. Caroline Capt. Sir Wm. Wiseman, arrived in Esquimalt from Skeena river this afternoon at 3 o'clock, with the latest news concerning the Skeena Indian trouble. The Caroline arrived at the entrance to Skeena river on Thursday, the 19th of July, and information was first sought as to the condition of affairs at Hazelton, which is 160 miles from the mouth of the river and distant ten days by canoe, the river being a mad torrent inclosed by lofty canyons.

A trader named Hankin arrived the day before from Hazelton and stated that the reports about the Hudson Bay Company's agent and others were totally unfounded. With the exception of the missionary at Hazelton, all the white residents had entered the shelter formed by barricading the Hudson Bay Company's post. The Indians were very threatening in demeanor and are still greatly excited over the killing of Kit-Wan-Cool-Jim by Constable Green, who is now said to be a Mjacquarian and a deserter from the American army. It was the opinion of Hankin that serious trouble would probably ensue unless special police immediately proceeded to Hazelton. Two more Indians had been killed caused by the same tribal feud.

A letter from Constable Washburn of Hazelton sent to the governor, contains an account of the killing of these two men. An Indian named Tobas shot the father-in-law of Kit-Wan-Cool-Jim, and then went raving mad, threatening to kill the head chief of another tribe. The latter claims that in self-defense he was compelled to kill Tobas, which he did. Washburn and three constables went to the village and arrested him and have him in charge at Hazelton. Green is also under arrest for the killing of Jim.

From the statement of an Indian eye-witness it would appear that Green wantonly shot Jim. The latter was in a house with a dozen others and twice asked the three constable to arrest him. He had a pistol in his hand and they did not move. Jim then suddenly walked out the back door the constables after him. Green went out the front door and almost collided with Jim, whom, when he passed he shot in the back. Jim lived an hour and claimed he was about to give himself into custody when the shot was fired at him. Green's action is generally condemned and he will be tried for manslaughter.

The day after the arrival of the Caroline, the steamer Boscowitz arrived with superintendent Roycraft on board, and after some difficulty in securing a crew of six Indians, Roycraft and twelve special constables started up the river for Hazelton. The trip will take nine or ten days up, and as soon as the facts are ascertained a messenger will be forwarded to Commandant Holmes, C battery. If trouble occurs the battery will at once start up the river. If everything is settled amicably, they will return to Victoria.

The battery is encamped at Port Essington, near the mouth of the river, and are in good spirits and pleasantly situated. No accident has overtaken any one so far. The officers and men are attired in brown duck miners' costume.

The opinion is general up North that the matter will be quietly settled. However it is asserted that the fact of a war vessel being in the river and the presence of C battery there will have a salutary effect in deterring the Indians from further outrages. Many Hazelton Indians were at the canneries fishing, and were annoyed beyond measure at the size of the Caroline and her guns. Long lights were displayed one night and frightened many to shore who were fishing in the river.

Port Essington is nearly 800 miles from Victoria, and there is no telegraphic communication nearer than Nanaimo, seventy miles from Victoria, hence the long delay in hearing from the expedition.

### THROUGH EASTERN OREGON.

A Railroad Already Located from San Francisco to Idaho.

NEW YORK, July 29.—Col. J. M. Donahue of San Francisco, is in the city. He is the head of what is known as Donahue's Lines, being railroads running from San Francisco north, through the valleys that lie close to the Pacific ocean. Donahue's attention was called to a recently published article which states that his long stay in the east is due to the fact that he was endeavoring to raise $5,000,000 to extend his road through Oregon to Boise City, Idaho.

"Parties in San Francisco," said the colonel, "have offered to bond the road in England in order that more capital might be had, and I have had the same offer in the East, but as to the extension of the road toward Idaho, that is not the immediate object. The desire is to extend the road toward Eureka and go right into the redwood country, where we would find immediate business. Then we might take up an extension toward Idaho, but $3,000,000 would be ample to build that. Some people have had an idea that we would only build over Beckwith pass to the eastern line of California, but we would go through Eastern Oregon into Boise valley. The route is perfectly feasible. There is no need of snowsheds anywhere. It is true that I have had a preliminary survey made, and I will go further and say I have had the route located through all important passes according to law. I made a reconnoissance two years ago, before the Chicago & Northwestern or any other road ever thought of going in there."

Col. Donahue would not exactly say, but it is understood that he is really here on business connected with raising money to extend one or both lines. His friends here say he will succeed.

### CAPTURED IN CANADA.

A Montana Murderer Trailed Into the Northwest Territory and Extradited.

HELENA, July 29.—County Attorney S. H. McIntyre and Deputy U. S. Marshal Charles Crawford have gone to Lethbridge, Northwest territory, Canada, with documents for the extradition of the murderer Max Hope, who killed Gus Adams near Fort Conrad. Crawford, who is also an under-sheriff, trailed Hope to a camp of the mounted police in Canada and had him arrested and held for the crime pending action for his extradition. The witnesses will accompany the officers to Lethbridge. This is the first instance in Montana of a murderer being trailed across the line and proceedings in extradition commenced.

### SPOKANE FALLS.

Attempted Suicide of a Despondent Lover —Mine Bonded by a Portlander.

SPOKANE FALLS, July 29.—Christian Nelson attempted to commit suicide last night by shooting himself. The first ball was fired through his mouth and lodged in the back of his throat. The second entered his right temple. He was found lying on his bed at his hotel by his room-mate. He was taken to the hospital and the ball in his head extracted. The other was not discovered until to-day. He had over $100 on his person and had been slightly ill for some time. It is thought he was desperate from a love affair. He will probably die to-night.

E. W. Clarke of Portland has bonded some mining property at Murray for $10,000.

The difficulty at the Grand Coulee has been settled satisfactorily to both the railroads interested.

A stranger stole some jewelry valued at several hundred dollars from a house of ill repute. He was arrested and forced to give up the property, but the women declining to prosecute he was allowed to go.

### THE NORTHERN PACIFIC.

Its Proposed Branch to Winnipeg—Great Increase in Its Receipts.

NEW YORK, July 29.—James McNaught, formerly attorney of the Northern Pacific Railroad at Seattle, now general solicitor of that company at St. Paul, is here with Thomas Greenway, premier of Manitoba, and attorney-general of that province, relative to the extension of a branch of the Northern Pacific to Winnipeg. McNaught says that the receipts of the Northern Pacific are now over $100,000 per week more than for this time last year. The road is steadily making money and the cause of the increase in its receipts was its legitimate growth of passenger and general freight business.

### ALL ARRANGEMENTS COMPLETED.

WINNIPEG, July 29.—The government has been officially notified by Premier Greenway and Attorney-General Martin that arrangements have been completed with the Northern Pacific people, by which the company is to purchase the Red River Valley line and build 300 miles of branch lines in the province. It is learned that the government is to guarantee the bonds of the company to the extent of $6800 a mile at 6 per cent for twenty years. The interest has to be paid by the province only in case the road, when operated, does not more than pay running expenses. The Northern Pacific has agreed to establish an immigration bureau here and keep an agent at Castle Garden to see that Manitoba gets a fair share of all immigrants landing there. The legislature will be summoned to pass special legislation in connection with that deal.

### OLYMPIA.

Real Estate Transactions and Business Matters—City Assessment.

OLYMPIA, July 29.—The Taylor property in capitol addition was sold in two lots yesterday for $25,000, Mr. A. B. Leberse purchasing the south half of the property and the balance being taken by Mrs. Smith, daughter of W. H. Taylor.

A first mortgage was filed by Olympia lodge, I. O. O. F., yesterday for $10,000 on their new building now in course of erection on Main street. According to the instrument Messrs. L. Bettman and John Byrne, both responsible citizens, are made trustees of the loan, which will be comprised in one hundred bonds of $100 each, payable in five years with interest at 8 per cent. The investment is said to be an excellent one and it is thought the bonds will be taken rapidly.

Owing to the continued illness of Mr. Gale, the entire outfit of the *New Transcript* office is offered for sale or to lease.

Miss Hattie Corbett of Portland is visiting friends in this city.

The following officers of Capital lodge, K. of P., were installed on Friday evening by B. F. Snyder, special deputy grand chancellor: M. A. Root, C. C.; E. O. Free, V. C.; Gus Seidler, master-at-arms; Jos. Snyder, P.; J. M. Martman, K. of R. and S.; Hawk, O. G.

The assessed valuation of this city, just completed, is $25,000 greater than that of last year.

One-half section of timber land near Pray's lake was sold yesterday for $2000.

### RAILROAD BUILDING IN MONTANA.

Opening Up the Richest Coal and Mineral Field in the Territory.

HELENA, July 29.—The surveyors have begun work on the line of the celebrated Billings, Clark's Fork & Cooke City railroad again, and there is every reason to believe that the road will be at once pushed to completion. This road will be the means of opening up and developing what is generally conceded to be the richest coal lands in Montana and one of the most promising mineral sections. If the coal turns out as expected the cheap fuel problem in Montana will be solved. The managers of the road have already contracted with the Northern Pacific Company to furnish a minimum of 50,000 tons of coal per annum. The intention of the projected rival parallel road, the Rocky Fork & Cook City, are not known. If either of these lines is completed there will be a big rush of investors and prospectors to the Cooke City country.

### M'MINNVILLE.

The New Courthouse and School Building —Farmers Need Help.

M'MINNVILLE, Or., July 29.—The county paid the Pauly Jail Company $9000 on their courthouse contract yesterday. The basement story is completed and the door and window frames are up for the next story.

Barnekoff's mill will be ready for business September 1.

The basement story of the new schoolhouse is about done. The building business takes all the mechanics and spare teams to their utmost.

Farmers are continually calling for help to take care of their abundant crops. Orchards are breaking with their loads of fruit and gardens smile with tropical luxuries.

### Burglary at Seattle.

SEATTLE, July 29.—Charles Kennett's boot and shoe store was being burglarized this morning when the proprietor sleeping in the back part of the store shot twice. The man was not hit but was captured by the police and will be tried to-morrow. Burglaries have been quite frequent of late.

### Death of an Old Pioneer.

PORT TOWNSEND, July 29.—The funeral of J. B. Dyer of Irondale, who died yesterday morning in Seattle, took place this afternoon. Deceased was an old pioneer and a resident of Jefferson county for several years. He was unmarried and had four brothers residing on the Sound.

### A Democratic Paper's Comment.

This is the New York *Sun's* leading editorial on the passage of the Mills bill:

The main plank of the democratic platform is offered to the country in its final form by the passage of the Mills bill through the house of representatives.

It has been amended considerably, but the illustration of its pivotal idea remains in the clause for free wool. Nothing occurred in the course of its various minor transformations to show that the bill in its main purpose could not justly be described on the day of its passage by the incisive dialogue which took place in the house of representatives at the close of the debate, before amendments were in order:

Mr. McComas (Maryland)—Has any friend of the bill in this debate uttered one utterance in favor of the American tariff system, which discriminates in favor of the home producer and laborer?

Mr. Hooker (Mississippi)—No; there was no one, and no will not and any democrat to utter one.

There will have to be a tremendous materialization and vivification of the spirit of democracy to support the specific gravity of a platform such as that. At this time negations don't count. To deny that one is a free trader is not sufficient. With the prospect that within twenty years free trade or protection, of a positive and undeniable sort, must be the national policy, statesmen who are not for protection now are "agin it." And humbug won't work upon this point.

The sooner the Old Roman brings here his biggest and reddest bandana and fires anew the heart of the democracy, the better!

Angostura Bitters is known as the great regulator of the digestive organs all over the world. Have it in your house. Ask your grocer or druggist for the genuine article, manufactured by Dr. J. G. B. Siegert & Sons.

"I never saw such crowds of people in a town the size of Seattle; it beats a circus by East," were the remarks of an Ohio man in the Queen city last week on seeing the crowds going to Eshelman, Llewellyn & Co.'s offices.

Pullman reservations made for all points east via the Northern Pacific Railroad. Office, No. 2 Washington street.

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# Morning Oregonian.

SPECIAL
Spokane Edition.
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VOL. XXVIII.—NO. 8687. PORTLAND, OREGON, MONDAY, JULY 30, 1888. TWELVE-PAGE EDITION.

## [illegible]alls of the Great Inland Empire.

## [illegible] Development and Extraordinary Prosperity.

## [illegible] Sufficient to Sustain Not One but Many Cities.

## [illegible]cultural, Lumbering and Mining Interests.

## [illegible] a Water Power by Which All Are Rapidly Developed.

## [illegible]owing the Greatest Railroad Center in the Northwest.

### [illegible] of the City's Remarkable Trade and How Firmly They Are Connected with Spokane.

[illegible] Falls possesses, in character, all the [illegible] which made Denver the metropolis of the middle West, and many more [illegible] Denver's extraordinary prosperity depends upon the particular location. Indeed, more advantageous ground could have been selected anywhere [illegible] south within fifty miles or [illegible] where the city now stands. But [illegible]ding this, Denver's resources [illegible] that a great city sprang up on the [illegible] by magic. Has Spokane Falls [illegible]sources than those which built [illegible] would be a great city as Denver [illegible] city. But Spokane Falls possesses [illegible]ntially greater and more numerous [illegible] than Denver. Then how [illegible] must the advancement of Spokane [illegible] when all these resources [illegible]. How much confidence business [illegible]alists and the public generally have [illegible] in the city's future, considering [illegible] they can study the prospects of [illegible]ancement in the light of the [illegible]city which, to a limited extent, [illegible] similar advantages.

[illegible]at what has been done can be [illegible] in this connection, be paralleled, [illegible] those conditions which [illegible] one city prosperous will, when [illegible]ere, bring about a like result. [illegible] has proven that such [illegible] in a strict business [illegible] safe and worthy of [illegible] Denver was and is the distributing [illegible]upplies for a great mining region [illegible]more can be said of that great [illegible] relates to incidental advantages to all distributing cities. Spokane, as a matter of course, and [illegible]ly adapted itself to channels [illegible] established but also created [illegible]s and towns sprang up in all [illegible] their individual prosperity [illegible] Denver more prosperous. Success [illegible]ture depends on irrigation, [illegible] the distributing point for [illegible] but many mining districts, [illegible] one hundred miles from the [illegible]ontinental railroad. Spokane [illegible] one of the greatest transcontinental [illegible]. Colorado does not raise [illegible] enough agricultural products [illegible] the population. Denver secures [illegible] its supplies elsewhere. Spokane [illegible] tributary to it one of the most productive agricultural [illegible] in the world. The great resources [illegible] of Denver are divided among [illegible]. Leadville has one-third the [illegible] of Denver, and a dozen smaller [illegible] and towns partake of and live [illegible] resources. Pueblo City owes [illegible] its iron works. The principal [illegible] take place in Cheyenne. But [illegible] as the central point of a [illegible] district is without [illegible]. Spokane is the distributing [illegible] for this vast tributary country. [illegible] head of this extraordinary [illegible] in a most general way the points [illegible] between Spokane and Denver [illegible]. In the growth of the latter city men can trace results directly to causes, and study the conditions which brought about such remarkable prosperity. Business calculations relating to Spokane can proceed on the same basis.

But Spokane Falls, however much people may be impressed with those resources of the city which are similar to Denver's, gives those resources second rather than first place in the catalogue of her advantages. Spokane possesses resources of a character which neither the exigencies of business, or the rivalry of other cities can lessen or take away. Chief among these is the water-power in the very heart of the city. This water-power is about double that which has made Minneapolis famous the world over. The natural distribution of the water is such that its possible to utilize all of it with much greater convenience and at much less expense than that attending the utilization of the great water-powers elsewhere. This water-power has attracted many manufactories, as yet chiefly flour and lumber.

Spokane Falls is the greatest railroad center in Washington territory, and new lines into well developed producing districts are being, or about to be constructed. These railroads now tap the mines, the agricultural districts, and by them Spokane has established trade relations with one of the most remarkable districts in the entire Pacific Northwest. Those in process of actual construction will make tributary to Spokane in a more immediate sense than is now understood, extensive and highly productive districts. Within a year Spokane will possess three competing lines to and from the seaboard. It has just recently been announced that the Manitoba road, which already has been constructed from St. Paul to Helena, Montana, and which will eventually reach the Pacific coast, will within a year be extended to Spokane by way of the famous Cœur d' Alene mining region. This will give Spokane two competing roads to the East.

One of the present chief industries in Spokane is the manufacture of lumber, and while the supply of timber is in the mountains many miles way, yet a natural highway, the Spokane river, enables lumbermen to transport the timber to the doors of their mills at a minimum expense, and once this timber is, by the aid of natural power, manufactured into merchantable lumber the railways enable the dealers to distribute the product of their mills among the hundreds of consuming points in the vicinity of the city.

Spokane Falls is the largest manufacturer of flour in Washington territory, and, with one exception probably, the largest in the entire Pacific Northwest. No one will dispute that it will eventually be the greatest, by all odds. But this is only intended to be a general outline of the more notable features of Spokane's advantages. Detailed investigations will appear in the course of this article. The one point here desired to be emphasized is that Spokane and Denver are in many respects similarly located. Their natural business environment; their mines, railroads and relations to internal commerce are, to a certain extent, not dissimilar. The results of such conditions can be seen in the great city of Denver. But as Spokane possesses many remarkable advantages in addition to those possessed by Denver, the reader can better understand why Spokane people so confidently predict extraordinary progress in the near future. People have an independent criterion by which to estimate the real importance of Spokane's resources. They need to take nothing for granted. They can reason for themselves. The data upon which to base an opinion will not be hard to find or difficult to comprehend. The resources do not, in order to be understood by the stranger, require the eloquent tongue of a real estate dealer to explain or to demonstrate their relations to each other and the general resources of the country. People can see and understand for themselves. Spokane people court investigation, and solicit no representations concerning the city which are not supported by facts.

The chief industries of the great city of Minneapolis are lumber and flour. These are the chief industries of Spokane Falls. The chief commercial resource of Denver is demand for supplies for a great mining region. The same can be said in this respect of Spokane, although eventually doubtless the city will, as a distributing point, enjoy equally as valuable trade relations with a vast agricultural region, with its host of towns and sub-distributing points. When it is remembered that the first railroad reached the city six years ago, and that the substantial progress of the city from a settlement of a few hundred people to a city of more than 15,000 inhabitants, the reader will then comprehend that what is here written relates to a very young city. If within six years such extraordinary progress has been made, what may not be expected during the next six years?

Information about such a city as Spokane Falls is something desired by everyone, and THE OREGONIAN, as the representative newspaper of the Northwest, desires in the present issue to let the world know more about this most flourishing and promising city, and, in detail, upon what it bases its claims that it will always continue to be the metropolis of the Inland Empire.

The following sketch of the rise, growth and prospects of Spokane Falls, will, of necessity, embrace much that relates to the surrounding county. The great and primary resources of the city are the vast extent of agricultural country, the timber in the mountains, the inexhaustible water power and the minerals, the latter of which, as yet, are practically only at the gateway of development. It does not require a column of rhetoric to convince a stranger that Spokane Falls is now a city of over 15,000 inhabitants, and that this represents substantially the growth of six years. Nor is it necessary to assume that the intelligent inquirer will not appreciate that an available water power of nearly 40,000 horse power is of inestimable advantage to a city. To say that there are beautiful streets in the city; that the buildings are most pretentious and of a most substantial character, and that the scenery is (as scenery always is in books and newspapers) "grand and magnificent" would have little effect on the shrewd business man with a big bank account and a desire to invest money. He wants to know what is the good of having such a water power unless it can be put to some substantial use. The fact that Spokane Falls has 15,000 inhabitants will not convince him that the city will have 60,000 ten years from now. These intensely practical men have seen cities decline in power, and influence. Population and buildings are merely incidental to the development of the real bulwarks of a city's prosperity. If you point to the agricultural lands he may say: The products may go elsewhere. It is one of the purposes of this article to convince him that this result will not take place. If you point to the immense areas of timber he may reply: Well, other people may have sawmills, too. This article will fall short of its purpose if the old gentleman doubts that Spokane Falls is the place where all this timber will find its way to consumers. If you then get red in the face and, seizing a map, poke your largest finger successively at the great mining districts which almost surround the city on the north and east, this cynical old fellow may suggest that there are some other mighty enterprising towns in the Northwest, and that he wants to know something more than simply that the minerals are in the mountains. Probably the venerable but shrewd man will understand, after reading this article, that all these mining districts must, in the ordinary course of things, contribute to Spokane's prosperity.

If these explanations are made satisfactorily, the business man can reason for himself and understand why Spokane people and everybody acquainted with Spokane's advantages believe the growth of the city in the future will be proportionately greater than in the past; that its progress has been such that no other city can loosen its grasp upon these great resources, and that he will be acting agreeably to the soundest and most conservative business rules if he invests his money in the city of Spokane Falls, or in the development of the resources thereof.

## SPOKANE FALLS AND THE FARMER.

THE EXTENT OF THE AGRICULTURAL LANDS AND THE CITY'S RELATIONS THERETO.

It has been estimated by a competent authority that when the agricultural lands within a radius of one hundred miles of Spokane, or north and east of the Snake and Columbia rivers, are "thoroughly under cultivation they are capable of producing in the neighborhood of 9,000,000 bushels of wheat." The man who made this estimate is Mr. Paul F. Mohr, the chief engineer of the Seattle, Lake Shore & Eastern railway, formerly chief engineer of the recently completed Spokane & Palouse railroad, and who is, by virtue of personal investigations, accurately informed on the subject. This will furnish a general idea of the extent and capacity of the lands referred to. Judging from recent reports from various points in Whitman and Spokane counties, the wheat crop for the present year in those two counties alone will approximate closely to 6,000,000 bushels.

THE PALOUSE COUNTRY.

The chief developments thus far have been south of Spokane Falls in what is known as the Palouse country. Probably three-fourths of the wheat produced in the district which is tributary to Spokane, is grown in the Palouse country. The reason for this is the absence of transportation facilities in the other great district to the west of Spokane, known as the Big Bend country. The recently completed extension of the Spokane & Palouse railroad to Genesee, Idaho, adds greatly to the extent of country tributary to Spokane Falls. The bluffs on the north side of the Snake and Clearwater rivers are so high and precipitate that the product of the highlands naturally seek a northern market. Latah county, Idaho, is with respect to the quality and productiveness of the land, simply an extension of the celebrated Whitman county.

The product of these immense areas of grain-growing lands is chiefly wheat, although barley, oats, flax and rye are grown, some of the latter extensively. Each succeeding year shows a large increase in the area of lands under cultivation. The average crop is not far from thirty bushels to the acre. Much larger crops are grown in districts enjoying special conditions, but the general average is about as given. The grain is of the highest quality.

AGRICULTURE AS A RESOURCE.

How does this affect Spokane Falls? In what does it contribute to Spokane's prosperity?

In many ways. The Palouse country is pierced from Spokane to a point near the Snake river, and thence east into Idaho, by the Spokane & Palouse branch of the Northern Pacific railroad, thus furnishing that great country an outlet to the Northern Pacific main line. Within a few months the extension of one of the Oregon Railway & Navigation Company's lines from Farmington to Spokane, by what is called the Washington & Idaho railroad, will afford another very extensive part of the Palouse country direct access to Spokane. The main line of the Northern Pacific pierces in a southwesterly direction from Spokane Falls, affording transportation to and from Spokane.

THE BIG BEND COUNTRY.

The Seattle, Lake Shore & Eastern railway has a part of its line leading from Spokane west into the Big Bend country, in process of construction, and by the time the next crop is ready to be marketed this road will afford the heretofore much-neglected Big Bend country an outlet. Then, too, the Northern Pacific promises another branch leading into the Big Bend country from a point near Spokane. The Spokane & Northern railroad will run from Spokane north into the Colville district, in Stevens county, a highly productive but hitherto neglected, so far as farming is concerned, region, because of lack of transportation facilities. The main line of the Northern Pacific to the east of Spokane drains whatever agricultural lands lie in that direction. The Spokane & Idaho road which runs from the Northern Pacific company's main line, a short distance east of Spokane, to Cœur d'Alene City, affords a means by which the product of that region can reach Spokane.

WHY SPOKANE WILL PROSPER BY AGRICULTURE.

It is not pretended for one moment that all the grain produced in the districts referred to will be taken to Spokane Falls. It might as well be claimed that all the wheat in Minnesota is taken to Minneapolis. Neither claim would be true. It is a fact, however, that a vast quantity of grain is taken to Minneapolis, and thereby is not only probably the greatest flour manufacturing city in the United States, but it is a great storehouse for grain. That which was chiefly instrumental in bringing about this result is the great water power called St. Anthony Falls.

And Spokane Falls furnishes a greater available water power than that utilized at Minneapolis! And, as has already been shown, Spokane is the center of transportation facilities by which the great grain producing areas are afforded an outlet.

Spokane is the distributing point for seven mining districts which are consumers, not producers, of the necessaries of life.

OCEAN TRADE.

Spokane is within reach of the world's great highway, the ocean, and actual developments have proven that, notwithstanding the absence of competitive rates to the seaboard, transactions in flour for shipment to Asiatic cities have, to a limited extent, been carried on. This latter fact is much more significant than may at first glance be conceded. It will be many years before the population throughout the West will be as dense as that east of the Mississippi river at the present time. The vast majority of the people in the East are not producers of the necessaries of life, and thus the market for the flour product of Minneapolis extends over an immense area of country.

AN UNLIMITED MARKET ALREADY OPENED.

One advantage Spokane Falls enjoys is that as a flour manufacturing center its trade does and will not primarily depend on the increase of population in the West. Once it secures competitive freight rates to the seaboard it will at once enjoy a market reaching from Alaska on the north to remote South American points, and in Asiatic cities, which will admit of unlimited expansion of trade. The frequent assertion made that there will be within a few years railroad connection between Spokane and the Canadian Pacific railway has by no means remote relation to the flour trade. When this connection is made, Spokane will then have at her command four competitive railroads to the coast, one of which, being independent of commercial regulations in the United States, will act as a regulator of rates.

THE GREAT FLOUR CITY.

It is not the design to expand on this feature in this part of this article. But enough has been said to show the intelligent inquirer that when reference is made to agriculture as one of Spokane's leading resources, no stereotyped rhetorical flourish is being indulged in. Spokane Falls will be another Minneapolis as a manufacturer of flour. The markets already exist. It is cheaper to manufacture the grain into flour at home and ship the product to market than to send the wheat to the coast mills. The grain is near Spokane. The transportation facilities exist and are rapidly being extended. The motive power is inexhaustible. Competitive railroads will enable the city to reach an already existing and enormous demand. What more need be said?

## SPOKANE AND THE LUMBER TRADE.

THE ADVANTAGEOUS CONDITIONS ATTENDING THE PROSECUTION OF THIS IMPORTANT INDUSTRY.

The phrase most frequently heard when reference is made to timber as one of the resources of a city is that "the supply is inexhaustible," and the speaker usually swings his arms about promiscuously to give emphasis to his apparent inability to speak with even approximate accuracy. Just how much timber there may be in the district from which the logs can be floated to the mills in Spokane Falls no one knows exactly. There are some facts which lead up to the timber lands, and they will be convenient stepping-stones to more detailed information.

Spokane river is the outlet through which the waters in Lake Cœur d'Alene find their way to the Columbia river. Timber of a fair quality grows at various points along Spokane river between the city and the main forests, but this timber is not much of a consideration in comparison with the forests in the vicinity of Cœur d'Alene lake. Spokane river is the natural highway on which the timber is floated to the great mills at the falls, in the very heart of the city.

THE MOUNTAIN FORESTS.

Cœur d'Alene lake is surrounded by timber, and this can be floated into the Spokane river and thence to the mills. Then there are three rivers running into the lake, and along these are splendid bodies of timber, which are available. These rivers are called Cœur d'Alene St. Mary and St. Joseph rivers. The reader now has a general idea of the extent of the timber supply, the supply where referred to being limited to that which can be floated to Spokane Falls by way of Spokane river.

But this in nowise indicates the total area of available timber within easy distance of Spokane Falls. Any one familiar with the logging business knows that much of the finest timber on the coast can only be made available by constructing logging railroads. When circumstances require such railroads, the supply of timber can be increased to an almost unlimited extent. Indeed, the finest of the timber, which eventually will be manufactured into lumber at Spokane, has not yet been reached. It may be a departure from custom to say so, but Spokane is one of the cities which does not pretend to have accomplished everything in a few years. Much yet remains for the future to bring about. As a matter of fact Spokane is simply at the gateway of her prosperity. The lumbering industry is still in its infancy, although it has made immense strides from the time, ten years ago, when the first sawmill was erected until now when the capacity of one mill approaches near to 100,000 feet a day.

There will be many mills before long. The timber is at hand, and nature has not only furnished the means of transporting the timber to the manufacturers, but has also supplied the power to perform the work of manufacture.

A GREAT MARKET AT HOME.

Notwithstanding the ever increasing local demand for lumber, it must not be forgotten that the great country south and west of Spokane, except in isolated districts, is without timber of any kind. This will be practically a limitless market for lumber, as rapidly as the new country is developed and the already developed country improved. The reader should remember that when the greater part of the Palouse country was settled the people did not have facilities for securing lumber from distant points of supply, and their buildings, in consequence, were of the most commonplace character. It is observable since the railroads have been extended through this great agricultural district that buildings of a much more substantial and pretentious character have been erected. Those who erected buildings before the railroads were extended are now constructing substantial residences and barns. This results simply from the fact that they are now able to secure lumber from Spokane. As a matter of fact, the Palouse, the Big Bend, and other farming districts will create such a demand for lumber that present facilities will be entirely inadequate to meet it. Dozens of villages and towns are springing up in every direction and their growth will represent enormous increase in the supply of lumber.

Spokane Falls, in the natural course of things, must be the chief source of supply, not only because it possesses the transportation facilities for reaching all these consuming points, but because of the cheapness of manufacture. When it is remembered that these transportation facilities extend over a district embracing more than thirty-five thousand square miles, much of which is only now being developed because of the construction of new railroads, the reader can understand that the predictions made as to the future of Spokane's lumber trade are reasonable and moderate.

NO OUTSIDE COMPETITION.

Traveling westward the nearest timber after leaving Spokane is found in the Cascade mountains, about 300 miles away by the present railroad connections. When the Seattle, Lake Shore & Eastern railway is completed this distance will be materially lessened, but it will nevertheless leave Spokane's lumber trade beyond the reach of outside competition.

Another feature which will always prove valuable to Spokane's lumber industries is that these industries will be stimulated and receive support in numberless ways from the general business relations which Spokane enjoys with the Inland Empire generally. A man who takes his wheat to Spokane and wants lumber will buy his lumber there. If he doesn't it is the fault of the lumber dealer. Spokane's demands and resources are so varied that business with the tributary country will, to a very large extent, come within the strict idea of trade. Producers will exchange their products. Men are disposed to buy where they sell that which they themselves produce.

As suggestive of the local demand for lumber reference may be made to an article recently published in the Spokane *Evening Chronicle*, in which a list was given of the buildings actually under construction, showing that a total of more than half a million dollars is now in process of permanent investment in buildings. To be sure many of these buildings are of brick, but brick buildings require a great deal of lumber, too. This list did not embrace buildings which had been completed during the past spring.

POWER AND TRANSPORTATION FACILITIES.

Success in the lumber industry demands a convenient and ready supply of timber and a market for the product of the mills. With such advantages this industry will grow whether a city enjoys such extraordinary water power as Spokane or not; but how much greater are the advantages of a city which not only possesses water power like Spokane, but also convenient and accurate transportation facilities by which consuming points in every direction can be supplied, and that, too, practically without competition from other lumber manufactories.

The manufacture of lumber will always be as it now is, one of the leading industries of Spokane Falls. And any one who will carefully investigate the conditions upon which this industry is based will perceive that its importance has not been overrated.

## SPOKANE AND THE MINES.

THE GREAT REGIONS WHICH LOOK TO SPOKANE FOR SUPPLIES AND SUPPORT.

It is not the purpose of this department of this article to merely inform the reader that near Spokane falls are located seven mining districts, all of which are sufficiently developed to convince experts that they are of inestimable value and admit of untold development. This fact is well known. These mining districts are located in the country north and east of Spokane, in an almost unbroken mountainous country.

The great difficulty which has so seriously interfered with the development of these mines is the absence of transportation facilities. It is an easy matter to mine the ores, but a very difficult matter to reach the railroads. Some of the districts have already secured railroad transportation. Other districts are on the eve of securing similar facilities, and it will be seen that the day is near at hand when the various railroads leading to and from Spokane will tap every one of these districts, and not only lay their stores of wealth down at Spokane, but will look to that city for supplies of all kinds. Then, too, it must be remembered that there is a vast undeveloped region lying contiguous to these mining districts, which it is but fair to presume will in the course of time surrender its wealth to the efforts of the adventurous prospector.

EXTENSIVE CONSUMING DISTRICTS.

These mining districts create an extraordinary demand for supplies of all kinds, and it is with respect to these supplies that these mines are primarily of advantage to Spokane. This trade is not of a speculative character. It exists now and will expand in proportion as the mines are developed and transportation facilities increased. Those districts which are not now reached by railroad are supplied by wagons, and although by this somewhat primitive method of transportation much of this mountainous country has been proven to be most valuable, and although even now these latter districts are of very considerable commercial importance to Spokane, present developments are sufficient only to indicate what an immense step forward will be taken when railroads have rendered available the extraordinary wealth which lies hidden in all the mountains in the vicinity of Spokane.

These mining districts are now past the experimental stage. They are now numbered among the developed resources of the country. Their real importance is determined. The mines have been in operation a long enough time to enable experts to make safe calculations as to their extent and value. The improvements which have been made are of a permanent character. Wherever transportation facilities made it possible to secure the machinery, the most improved methods of mining have been put into use. Their development has been of gradual and most substantial growth.

THE TRADE ALREADY EXISTS.

The business of furnishing supplies to these mining districts is to Spokane not a future possibility, or probability. It is a present reality. The business has always been in proportion to the development of the country. From small beginnings it has grown in volume until now the gross sales could be determined only by the private accounts of the merchants, or, suggestively, by the stream of freight and other wagons which is constantly coming and going. Every intelligent man can readily understand how these districts, which are developing under adverse conditions, will take a mighty step forward when transportation facilities are increased. Spokane is at hand to immediately take advantage of the increased demand for supplies.

Trade relations already exist. Spokane business men are acquainted with the conditions upon which the successful continuance of these relations depends. They are acquainted with the character of the supplies wanted. Everybody in these mining districts knows his wants can be supplied in Spokane. Many of the mines are owned by Spokane people, and hundreds of men who are aiding in the development of the mines make Spokane their home when not in the mines. These are elementary considerations, but they are those which will indicate upon what a broad and sound basis rest the claims that Spokane is and will be the point of supply for these mining districts.

At present, these commercial relations are the most important created with Spokane by the developments in the mining regions. In the course of time Spokane will be not only the great source of supplies of all kinds from a pin to a concentrator, or stamp mill, but will possess a smelter from which a stream of gold and silver and lead will flow into the commercial channels of the world.

THE MINING DISTRICTS.

These are the general features of the mining resources of Spokane Falls. The reader is now prepared to understand the relations of these mining districts to Spokane as they are more particularly described. As already indicated there are seven mining districts. They will each be described so that the general reader will appreciate their importance to a distributing city like Spokane. No learned dissertation on the character of the ores will form a part of this article. Those who could appreciate the real significance of such a discussion would most likely distrust its accuracy, and those who do not understand ores may be assured that they can never learn much about them except by actual experiments and investigation. The facts are that the mining districts are already developed and that the present developments represent investments of millions of dollars. The general reader understands the word mines usually as meaning gold and silver mines. It must not be overlooked that a leading feature is lead.

The mining districts are as follows: The Cœur d'Alene, the Pend d'Oreille Lake, the Metaline or Pend d'Oreille river, the Kootenay, the Colville, the Kettle river and the Salmon river or Okanogan. These districts will be referred to in the order indicated.

A FAMOUS REGION.

The Cœur d'Alene district, is the general name covering a large number of points, where very important developments have been made. The towns of Murray, Wallace, Burke, Wardner, Kellogg, (the latter being really a part of Wardner), Mullan and many other points of lesser importance, are all large consumers. Mullan is, of all these, the most remote from Spokane, or a distance of less than 100 miles by transportation routes, from Spokane. The only transportation facilities are to Spokane. The Cœur d'Alene railway, the steamers on Cœur d'Alene lake, and the Spokane & Idaho railroad, from Cœur d'Alene City to a junction with the Northern Pacific railroad, near Spokane Falls. Wallace is the center of some recent and very notable mining developments. The population is rapidly increasing. The town has a daily mail, express facilities, several hotels and a number of stores, and is a valuable tributary town. In the vicinity are the following mines: Custer, Ore-or-no-go, Morning and Evening, Legal Tender, Granite, California, Tiger, Poorman, Hunter, and a large number of others. These mines are not simply experimental holes in the ground. They are in active operation, although it is conceded their development has really only begun, notwithstanding the enormous returns already received from them. Prospecting is going on continually.

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connection with the mines in the Coeur d'Alene district, and that railroad transportation facilities have followed closely in the wake of every development. Mullan is a short distance east of Wallace. Railroad surveys have been made to the town. It has several sawmills, general stores, and is the center of rapidly developing mines of great promise.

Wardner is the leading town in the Coeur d'Alene mining region, and has been made especially notable by the presence of the most valuable group of mines in the Coeur d'Alene mining region, namely, the Sullivan group, embracing the famous Bunker Hill mine, this being the group for which S. G. Reed of Portland, Oregon, paid $1,500,000 cash. The population is probably over 2000. It is not necessary to say that a town of this size is a great consumer and that Spokane Falls, being the only available source of supply, secures the trade.

Murray is the county seat of Shoshone county, on the North fork of the Coeur d'Alene river. The population is about 1500. An extension of the Coeur d'Alene railway has already been surveyed to Murray, and its construction is considered only a matter of time. It is not pretended that the mines in the vicinity of Murray have ever been thoroughly developed. There are many valuable mines in the vicinity, and the only serious bar to their extensive development is the absence of economic transportation facilities. Elsewhere in this article the reader will understand the efforts being made to extend not only one but two great railroads into this mining region. Burke is a thriving mining town a short distance from Wallace. It is a large consuming point.

DAILY COMMUNICATION WITH BOSTON.

That which has been the chief factor in the development of the Coeur d'Alene mines is the presence of transportation facilities. It is fair to presume that when all of the mining districts in the vicinity of Spokane Falls are reached by railroads they, too, will be developed with equal rapidity. Daily communication by rail and steamer between Spokane Falls and all the towns in the Coeur d'Alene mining region is sufficient to indicate the business relations which in the ordinary course of things would spring up, and especially in view of the fact that at the present time Spokane is the only city which enjoys such immediate relations.

Probably the least developed of the many valuable deposits in the vicinity of Spokane are the two Pend d'Oreille and the Kootenay districts. Investigations have demonstrated that there exist very valuable deposits of gold, silver, lead, copper and iron, the development of which must take place in the near future, when capital and population increases. This suggests one of the strong inducements to capital and business men to come to this country. The resources are proven to exist and the rapid developments is similar but as yet more favored districts only show what will be done in these at present comparatively neglected districts. Every year sees developments progress and improved transportation lines established. Indeed, the intelligent observer wonders that so much has been accomplished in so short a time. But it must not be imagined that nothing has been done in these districts. As a matter of fact, a great deal has been accomplished. A steamer on Pend d'Oreille lake affords transportation facilities for such developments as have taken place in that vicinity. Recent developments in the Kootenay district have been of such a promising character that interest in that district has been greatly encouraged.

A DEPOSIT OF COAL.

Its possibilities are not yet thoroughly investigated, and probably never will until the product of the mines can be handled more economically than at present. But whenever the proposed railroad from Spokane to a junction with the Canadian Pacific is completed it will afford the Kootenay, Metaline and Kettle river districts the desired outlet, and the substantial developments will probably date from that time. The Kootenay district is at present reached from Spokane by the Northern Pacific railroad to Kootenai station; thence by wagon to Kootenai river, and thence by steamer to the objective point. The Metaline and Kettle river districts also suffer from lack of means of transportation to what may be called the outside world. But that both these will prove of remarkable value to the entire mining country now being considered is evidenced by the character of the deposits already discovered there. Not only are the ores of great value, but a discovery has been made in the Metaline district which will in all probability hasten the time when desired transportation will be secured. Near Metaline coal of a very fine quality has been discovered. The quality of that examined has been pronounced very high, although the extent of the deposit is not yet definitely determined.

These districts may be considered the reserve forces upon which Spokane Falls will eventually draw. They show that notwithstanding the present remarkable prosperity of the city, resulting from only a partial utilization of the city's resources, the future promises that the unlimited riches of a vast stretch of country will in the course of time contribute to the greatness of the city's fame.

BOTH MINING AND AGRICULTURE.

The Colville district, which lies directly north of Spokane Falls, is one of the six districts not now enjoying railroad communication with the business world, which will very soon have this difficulty removed. Not only are the mines in the Colville region of extraordinary richness, but the valley admits of very successful cultivation. The soil is rich. There is a great deal of agricultural land there, although under more favorable conditions as to transportation more attention would be paid to agriculture. Colville is the first objective point of the Spokane & Northern railroad. It is a town of over 600 inhabitants, and is the county seat of Stevens county. There are many valuable mines in this district, notable among them being the Old Dominion, Portland group, Young America, Ella, Daisy and many others. Large quantities of ore have been shipped from these mines. The shipments continue, although vast quantities of ore are now lying at the mines. There is much talk of a reduction and smelting works. The town is now one of the valuable tributary points to Spokane. Colville is about eighty miles from Spokane.

The last of these notable mining districts is the Okanogan, which is about 150 miles west of Spokane. The construction of the Seattle, Lake Shore & Eastern railway through the Big Bend country will, it is confidently predicted, be followed by the construction of a branch road into the Okanogan district. But even if this latter road should not be constructed the recently established line of steamers on the upper Columbia will furnish the mines with convenient facilities for the traffic to and from that mining region.

THE SALMON RIVER TRADE.

This mining district is second only to the Coeur d'Alene, and is attracting a large amount of capital. The mines are proven to be of inestimable value. The towns of Okanogan, Salmon City and Ruby City are already very extensive consumers, and with increased trade facilities there will be an extraordinary increase in the volume of trade between Spokane and them. This mining district is famous all over the United States, and more interest is being taken in it now in view of the present railroad construction. Appearances indicate that the Northern Pacific railroad will also be extended into the Big Bend country, and if so, another outlet for the products of the mines will be afforded this district.

In this general and only suggestive way the inquirer is enabled to rapidly comprehend the extent and character of the mining resources of the country tributary to Spokane Falls. This vast sweep of country describing a semi-circle above the city is one of nature's greatest storehouses of wealth, and as rapidly as the country develops these mines will be developed, thus supplying the city with an ever-increasing source of profit. This undeveloped country forms a part of the inducements held out by Spokane to the present and future generations. The resources are limitless. The city cannot outgrow them. In the capacity of forces operating to the benefit of the city, the power of these resources is cumulative. It appears almost idle to reiterate the manifest advantages which will attend the development of these mines, or the effect they will have upon the prosperity of Spokane.

A SMELTER NEEDED.

The establishment of a smelter at Spokane Falls is believed to be an enterprise which will be prosecuted before many years. Spokane does not pretend to have at hand the requisite fuel. But once railroads are extended into the country north of the city and the deposits of coal, limestone and other requisites to successful smelting are rendered available, there is little doubt that a smelter will be established in Spokane.

Probably the advantages resulting from the numerous competitive railway lines, the presence of water power and the unlimited present and prospective facilities for the transportation of ore from the various mining districts will more than counterbalance the disadvantages resulting from distant fuel supplies. It would appear that where there is one reason for the establishment of a smelter in Omaha there are a dozen in favor of the erection of one in Spokane. Omaha is located at a point distant not only from fuel, but from the mines also, without possessing the peculiar advantages as to power of Spokane.

Everything required to make such an enterprise successful can be found in Washington territory. As a matter of fact, the coke manufactured at Wilkeson, on the line of the Northern Pacific railroad, and which has been pronounced as being admirably adapted for smelting purposes, has been shipped to Spokane for other purposes. Why is it more difficult to ship coke from Wilkeson to Spokane Falls, than from Connellsville, Pennsylvania to Omaha? That question is easily answered. It isn't as difficult or expensive. And then too, Spokane is made up of a class of business men who have the enterprise and nerve to overcome difficulties which usually frighten men of less ability. If they take a notion to have a smelter now the smelter will be erected now.

RESOURCES STRENGTHENING EACH OTHER.

It requires an enormous amount of capital to operate a smelter commensurate with the needs of such an extensive mining district as that which lies in the vicinity of Spokane, and Spokane is a young city. But when the right time comes, the same spirit which induced the business men of Spokane to raise a fund of $275,000 to aid in the construction of the Seattle, Lake Shore & Eastern railway, will be sufficiently lively to raise funds for a smelter. Spokane will have the capital, the railroads, the volume of business, the population and the confidence of capitalists, and that everything necessary to making these numerous and most valuable mining districts tributary in every sense to Spokane will be done at the proper time, is as certain as anything reasonably can be.

As already indicated the chief source of revenue derived from these mining districts is the distribution of supplies. The volume has already grown to an extraordinary degree, and in the ordinary course of things, it must increase in proportion as the mines are developed. Of course this aspect of Spokane's prosperity does not take into consideration the two already described resources, namely, agriculture and lumber. It will be perceived that both of the latter form a portion of the supplies which will be in demand in the mining districts. A little thought will show how the relations existing among these resources will aid and strengthen the development of each, and especially will redound to the profit of the city of Spokane Falls.

## SPOKANE'S FAMOUS WATER POWER.

AN AVAILBLE EQUIVALENT TO THE CUMULATIVE POWER OF 40,000 HORSES.

Mr. Paul F. Mohr, now chief engineer of the Seattle, Lake Shore & Eastern Railway, recently prepared an article on the water power furnished by the falls at Spokane, and so succinctly outlined every feature of general interest connected with them, that it would not be contributing to the practical purposes of this article to attempt an original investigation. Probably no more thorough and satisfactory statement could be prepared. Mr. Mohr's paper is exhaustive of the very features which should form a part of an article like the present one. Strictly speaking there are a number of falls. The actual total fall is 156 feet within the city limits. Mr. Mohr says:

AN EXPERT'S ACCOUNT

"To treat this matter intelligently, I will first state that from actual measurement in November, 1884, I ascertained that the total power at that time of year estimating that all the power could be utilized was over 90,000-horse power. Of course a large percentage of this (perhaps 20 per cent.) is lost by friction, by reason of the uneven and rocky bottom of the river, and the many small islands, angles and rocks between the top and bottom of the falls. Forty per cent. more of this power would not be utilized by any system of canals or flumes, hence about 60 per cent. should be deducted.

"To arrive at the available number of horse power which the Spokane river could furnish at this point, assuming 90,000-horse power as the gross power of the river, and deducting 60 per cent. therefrom would leave 36,000-horse power as a most conservative and minimum estimate. Now to correctly appreciate what it means, let us for a moment take the statistics of 1880 for the total horse power (both steam and water) used in different inland states. I select inland states as forming a more conservative basis than states such as Massachusetts, Pennsylvania, New York, etc., as a large percentage of the power employed there is used for the manufacture of articles for export:

| | Horse Power |
|---|---|
| Colorado in 1880 utilized | 5,802 |
| Illinois " " | 144,288 |
| Indiana " " | 181,776 |
| Iowa " " | 54,221 |
| Missouri " " | 80,749 |
| Minnesota " " | 53,889 |
| Ohio " " | 261,143 |
| Wash. Terr. " " | 4,395 |
| Oregon " " | 15,489 |

"This represents the power used in each of the entire states. The city of Minneapolis used in 1880, as nearly as I can ascertain, about 20,000 horse power, and Minneapolis is probably the largest flouring milling point in the world.

"The industries requiring the most power are, in their order, as follows: Lumber, flour, iron and steel, paper, woolen goods, worsted goods, with several industries consuming a comparatively small amount of power not necessary to mention. Of the industries above named, all but the iron and steel industries can be followed at this point, and in fact the flouring, paper and woolen industries belong to this section of the country.

"It is interesting to observe, also, that there is a certain relation of population to horse power, in nearly all states. The average population per horse power, in the United States, is as eleven to one. In other words, each horse power utilized means an increase of eleven souls in population. The average per state vary somewhat, so that in Indiana the population is as thirteen to a horse power. The variations for different states, are from nine to thirteen persons per horse power, according to the location and the products common thereto. Taking the horse power used in flour milling, the statistics show that in Ohio, with a product of 46,000,000 bushels of wheat, 57,283 horse power, both steam and water, were utilized. In Indiana, with a product of 47,000,000 bushels of wheat, only 28,798 horse power were employed in the milling interest. The population for the same year was, for Indiana 1,978,000 and for Ohio 3,198,000.

"Now to generalize somewhat in relation to Spokane Falls. I estimate that the Big Bend country and Palouse country, together with the smaller areas of agricultural land scattered through the country north and southeast of Spokane Falls, are capable, when thoroughly under cultivation, of producing in the neighborhood of 9,000,000 bushels of wheat.

"In Indiana the ratio of horse power utilized in flour milling is one horse power to 1237 bushels of wheat. That is the portion of power to wheat produced and not to wheat ground into flour; it included wheat shipped out of the state as well as wheat milled in the state. Using this ratio and assuming that half of the ultimate wheat production of the country tributary to this city would be ground into flour in Spokane Falls, would show that 4000 horse power could be used in flouring mills alone, and assuming eleven inhabitants per horse power, this would mean a population of 44,000 inhabitants whenever this amount of power is utilized. In making the statement that the average population per horse power in the United States is as eleven to one, it must not be understood that eleven persons are directly employed in the establishments using the horse power. It simply means that this is the ratio of power to the population living in the city, town or state, and furthermore it means that those eleven persons would be occupied in all manner of pursuits, but still depending in one way or, another upon the industries in operation."

THE RIVER ALWAYS OPEN.

There is no interruption in the use of this power. Ice does not form and clog the avenues through which the water is made serviceable. The water is so subdivided by the natural formation of the falls that it can be utilized at a minimum expense, namely, the cost of flumes. Although no necessity has yet presented itself requiring it, yet should the building sites immediately adjoining the falls be all occupied, the water can, at comparatively small cost, be conducted in ditches or flumes to convenient locations at various points near the falls. Remembering that the total fall is 156 feet, it can be readily understood how the water used by one manufactory can be used again by another establishment. So that the phrase "inexhaustible water-power" is not an immoderate one.

For small manufactoring establishments, in which only a few horse-power is required, no more admirable location could be found, for at a trifling expense a supply of water sufficient to operate a water motor could be conducted to the many convenient locations below the falls.

Spokane Falls would prove a most desirable location for paper mills and woolen mills. An enormous amount of wool is shipped to Eastern cities every season. The supply of material for such a mill is right at hand. There are railroads reaching into the tributary country, and railroads by which the products of the mills can be carried to distant markets. For a paper mill there is an unlimited supply of straw and wood for wood-pulp. These are only instances of kinds of manufactories which would be established under especially favorable conditions. Of course there are numberless others, such as manufacturing establishments using smaller manufacturing establishments using to all cities, and which only require economical motive power. These would flourish under the influence of advantages which would be difficult to duplicate anywhere.

MANUFACTORIES ALREADY ESTABLISHED.

Three flouring mills with an aggregate capacity of about 700 barrels a day, a lumber milling establishment, one having a capacity of 100,000 feet a day, the same establishment having a box, sash, door, and other kindred departments; a shingle mill, an oat meal mill, electric light company, and other manufactories have been already attracted by the water power. The city has recently made provision for erecting a new water works at the falls.

To those accustomed to washouts and streams which make new channels every once in a while, causing loss and much inconvenience, it should be said that the water at Spokane flows over and through a bed and banks of basaltic rock, and such a thing as erosion is unknown. Buildings can be erected to the very edge of the banks, and there secure a perfectly safe foundation.

## THE CITY OF SPOKANE FALLS.

THE SPLENDID FRUIT OF ALL THE RESOURCES ALREADY OUTLINED.

Spokane Falls has a population of over 15,000. Eight years ago it was a village, without railroads, manufactories or capital. The town was not then even incorporated. It was subject to township regulations. But it contained some men who were courageous, enterprising, far-seeing and persistent. These men saw the possibilities of the place.

The streets in Spokane are the natural surface of the earth. They all rest on a foundation of basaltic rock, this rock being covered by a thin layer of soil and gravel. Better streets could not be made by human hands. Probably the most delightful drive in the Northwest is in Spokane. It is more than seven miles long, and is a circle. The driveway is as level as a floor.

The city is lighted by electricity at a cost of $63,000. There is also gas works.

Nine-tenths of the business houses are built of brick. These brick are manufactured close to the city. There is also a fine vein of fire clay, and fire-brick are being manufactured.

There are seventeen hotels in the city, the leading ones being equal to any in the Northwest in character of accommodations.

The gross business transactions for the year 1887 aggregates more than $5,000,000. There was more than $1,000,000 paid for railroad freights. It is estimated that the sales for the year 1888 will be double that of 1887, the estimate being based on increase of population, in number of business houses, increased shipping facilities and increase of population in the tributary districts.

Seven stage lines afford transportation to the towns and districts not reached by railroad.

There are six churches in the city and ten congregations. Those congregations having church buildings are the Presbyterian, Methodist, Catholic, Baptist, German Evangelical and Congregational. Nearly all of the present buildings are too small to accommodate the increased membership, and in several instances new buildings are being erected. The congregations not yet provided with church buildings are the Unitarian, Swedish Lutheran, German Methodist and Seventh-Day Adventists. The Young Men's Christian Association is a flourishing organization.

There is one large and well equipped hospital, namely, the Hospital of the Sacred Heart.

There are twelve schools. Three are public schools, attended by nearly 1000 pupils. There is one college conducted by the Methodist church, one by the Catholic church, and a ladies' seminary. There are three well established private schools. A well conducted business college is being successfully managed.

Spokane has two and one-half miles of street railway. Additional roads are in contemplation.

There are four banking establishments in the city, three of which are national banks.

New buildings to the value of $1,000,000 have been erected during the present year.

The manufactories embrace three flouring mills (the largest in the Northwest), fire and building brick, lumber, box, sash and door, pottery, carriage and wagon, oatmeal, cracker (the largest in the Northwest), soap, breweries, foundry and machine works, marble works, planing mills, lime, and many others.

The United States landoffice and signal service are located in Spokane.

The following are the leading towns within a radius of 100 miles, with estimated population: Cheney, 750; Sprague, 1200; Ritzville, 250; Davenport, 250; Medical Lake, 250; Deep Creek Falls, 250; Spangle, 500; Rosalia, 300; Garfield, 500; Palouse City, 750; Pullman, 250; Colfax, 2000; Colton, 300; Uniontown, 200; Genesee, 200; Moscow, 1000; Latah, 150; Farmington, 750; Rockford, 350; Wardner, 2000; Wallace, 300; Burke, 150; Murray, 1500; Coeur d'Alene 400; Rathdrum, 300; Colville, 750; and many other towns containing a smaller number. It is not pretended that these figures underrate the population of these towns, but they approximate accuracy. They certainly do not indicate the population of the country generally within the limits prescribed. When the Oregon Railway & Navigation Company's road is completed to Spokane it will bring into direct communication with Spokane the country south of the Snake river.

Spokane Falls is 400 miles by rail from Puget sound; 375 miles from Portland, Oregon, and 390 miles from Helena, Montana.

There are no mossbacks in Spokane, and mighty few mugwumps.

THE LOCATION OF THE CITY.

Spokane is situated on a level plain with mountains in view on the north, east and southeast. The city is laid out to great advantage. The streets are wide and admit of practically unlimited extension both east and west without change of grade. The grading of streets is a matter of very small consequence in Spokane. In some of the cities in Washington territory the cost of grading streets is one of the most serious of the improvements connected with the growth of a city. It must not be imagined, however, that the country in the vicinity of Spokane is characterized by the monotony of prairie land. The city extends along both sides of the river, which, at this point, runs directly east and west. The greater part of the city now lies on the south side of the river. A few miles west of Spokane the country is hilly and covered by a scattered growth of pine trees. Directly south of the city is a very considerable elevation, from which can be secured a view of the entire valley and the country to the north and east. Looking north the range of mountains in the Colville country meet the eye. To the east and southeast can be seen the Cabinet, Bitter Root and Coeur d'Alene mountains. The view is one of great beauty.

IT LOOKS LIKE A CITY.

One attractive feature of the city's growth is the distribution of business houses. In nearly all of the towns throughout the west, the business part of the town is confined to one street, and this condition is not modified for many years. If the site of the town admits of it, an increase of business simply means the extension of the business street. This is less true of Spokane Falls than any city in Washington territory. The business houses, as already indicated, are nearly all constructed of brick, and are of handsome and imposing designs. Brick manufacturers have been unable to supply the extraordinary demand of the present year, and in consequence there are a large number of improvements which have not been prosecuted beyond the completion of the foundations. It cannot be said that any one street is the leading business street. Large and pretentious buildings have been and are being constructed a number of squares distant from what may be called the heart of the city. Some of these are equal to any in the entire city, in size and cost.

There are many beautiful sites for residences south of the railroad, and that this fact has been appreciated is evidenced by the numerous handsome homes there situated in the midst verdant lawns and shade trees.

The bustle and activity of the city is apparent everywhere. Telephone and messenger systems have been established in response to the demands of business. Nearly all of the outlying towns are reached either by telegraph or telephone, the latter extending to Wardner and Murray, and other mining towns in the Coeur d'Alene region. One result of the telephone system is to enable merchants in those towns to order supplies at any time, without having, as formerly, to wait the slow process of sending orders by mail.

Spokane Falls is a city in appearance as well as reality. The activity does not stop with the setting of the sun. When the city is lighted by hundreds of electric lights, and the numerous beautiful stores are illuminated, the scene is at once lively and attractive. Evidences of wealth and luxury are observable in the character of the equipages, and the bearing of the people. Sprinkling is performed every few hours by water from a flush tank.

Those men still live and continue to be the leading spirits of the city. The vast strides made by this city in population and business have not been due to other causes than those resulting from the substantial development of the surrounding country.

Spokane Falls with its own great resource, the water power, has gone hand in hand with Eastern Washington. The country built up Spokane, and Spokane helped build up the country. The commercial relations with the people within a radius of 150 miles are those of natural development, and are so intertwined with their interests that no separation will ever take place. Spokane Falls is the business center of the most populous district in Washington territory. It is also the business center of Northern Idaho.

Spokane Falls is the leading railroad center of the territory. As a result of this fact Spokane Falls has more developed country tributary to it than any other city in the territory. Spokane Falls is a manufacturing city, a mining city, a commercial city, and a city whose foundations might rest on its agricultural resources alone. It is the only city in the inland country to which has been conceded special freight rates from the East.

SPOKANE AS A RAILROAD CENTER.

Being on the line of the Northern Pacific railroad, Spokane Falls has direct communication with the East and the coast. The city now has direct communication with Puget Sound cities and Portland, Oregon. Spokane has direct communication with the finest agricultural region in the West. Spokane has direct communication with the famous Coeur d'Alene mining region. The Oregon Railway & Navigation Company's great system of railroads is now being connected with Spokane. The Seattle, Lake Shore & Eastern railway, extending from Seattle to Spokane, is rapidly nearing completion.

It was announced only recently that the great Manitoba railroad, which has been constructed from St. Paul to Helena, with such marvelous rapidity that railroad men everywhere were astounded by the enterprise shown by the men prosecuting that great work, would unite in Spokane Falls with the Seattle, Lake Shore & Eastern railway, thus giving Spokane Falls a competitive transcontinental line. When the system of the Oregon Railway & Navigation Company is extended to the city (and work on the extension is now under way) Spokane Falls will be connected with the Union Pacific railroad system.

The proposed Spokane & Northern railroad, to run directly north into an agricultural and mining and timber region of extraordinary richness, will, it is believed, be ultimately extended to a connection with the Canadian Pacific railroad. That is, the Canadian Pacific Company will meet it at the boundary line with a branch of its own.

The Northern Pacific is said to have in immediate contemplation the construction of additional lines into the Coeur d'Alene mining region, the Palouse country and the Big Bend country.

The purchase by this company of the Spokane & Idaho railroad has just been announced. This road runs from the Northern Pacific road to Coeur d'Alene lake. The road is now a narrow gauge, but will immediately be widened to standard gauge. In all probability the road will be extended. This is a remarkable record for six years. The Northern Pacific reached Spokane Falls in 1882.

A SIGNIFICANT RECORD.

The assessed valuation of property within the city aggregates $3,500,000. In this connection it will be of interest to note the county valuation. The tax rolls have just been completed and the following extract from a careful summary is suggestive: "The assessment rolls show the names of about 4000 persons, to which 4000 more names are to be added, represented by the unknown list. Allowing for the duplication of names there are about 6000 property holders in the county, and the property is valued at about $6,000,000, or an average of $1000 per capita. The valuation last year was $4,158,000. Although the assessed value of Spokane county property is not more than 50 per cent. of its selling value, it is a higher average per capita probably than any other county in the United States. The richest counties in California do not exceed $600 per capita, while in New York it only reaches $645, in Oregon $390, in Massachusetts, the richest state per capita in the Union, it averages $896." The indebtedness of the city is $50,000, incurred in establishing the water works.

The city owns its water works, and is preparing to erect a new plant on an island in the river. The water is of crystal clearness and perfectly pure. There are seven and a half miles of mains. The water is furnished at cost.

Three very efficient volunteer fire companies have proven capable of preserving the city from serious fire loss. These companies are provided with the finest equipment and a plentiful supply of hose, which by reason of numerous fireplugs, enables all of the companies to attack a fire with promptness, accuracy and ease.

The system of sewerage is perfect. The outlets of the sewers are in the river below the falls. The sewers extend all through the city. They are, by an automatic arrange-

# EASTERN DISPATCHES.

## Two Texas Boys Astonish Chicago by Stealing Horses.

### THE INDIANA GOVERNORSHIP.

Two Vessels Collide—Boston's Big Bully—Bloody Feud Between Two Kansas Towns—Command of the Army.

CHICAGO, July 29.—The police have succeeded in capturing a 16 year-old robber, whose achievements in the horse stealing line is unparalleled in this part of the country. His name he gives as Edward Brown, and he claims to have come from Kendall county, Texas, about the 6th of June. He soon formed an acquaintance with Charles Crane, aged 19 years, and also hailing from Texas. Brown proposed that they go into the horse stealing business. A barn was rented on the west side of the city. Nightly forages were begun and were successful. In less than twenty-four hours after they started in, they had stolen five horses and sold three of them for liberal prices. The boldness of the deeds was remarkable. Their stable became full of valuable horses, and citizens began to frequent the stable for the purpose of buying stock. The business prospered exceedingly. All the time complaints were coming in to the police thick and fast, but they could not find the thieves.

July 12, however, was a fatal day for the adventurers. They stole a horse and buggy from a North-side citizen and drove to a blacksmith shop near by to have slight repairs made. While waiting one of them stole the blacksmith's watch and was soon accused of the theft. Both drew revolvers and compelled the blacksmith to apologize for charge. As soon as the boys had left, the Smith complained at the Lakeview station, giving a description of the bandits. A detective was detailed on the case. He was about to give up the search in the early part of last week, when he saw the boys driving on the West Washington boulevard. He secured a horse and followed them to the stand and shadowed the place three or four days.

Crane became suspicious of espionage and fled, but Brown was arrested. On his person was found $400 in cash. Twenty-five horses and eighteen stolen vehicles have already been turned up and more are coming in every day. The horses are uniformly fine and the vehicles range from a dog cart to a four-in-hand.

### GOV. PORTER DECLINES.

He Will Not Accept the Gubernatorial Nomination if Tendered.

INDIANAPOLIS, July 29.—General Harrison passed a quiet Sabbath and had few callers. In political circles the chief topic of conversation all day has been the refusal of Gov. Porter to accept the gubernatorial nomination if tendered. In his letter the governor says: "I have taken an active part in every republican campaign since the republican party was organized except one, which occurred while I was holding office at Washington. After this long service the state convention will, I am sure, refrain from pressing upon me a candidacy to which I would be averse, and which I should feel obliged to decline. But while I shall not be a candidate I shall not be indifferent to the success of the republican party, nor shall my voice be silent in the important campaign which it is about to enter. I shall give whatever aid I shall be able to the success of the republican ticket, and to the success of the candidates who shall be nominated at our state convention."

### THE KANSAS FEUD.

Deadly War Declared Between the Citizens of Woodsdale and Hugotown.

ST. LOUIS, July 29.—Mayor Price, of Woodsdale, Kansas, in his statement to Gov. Martin, with reference to the Stevens county war, states that when the news of the killing of Sheriff Crose and several of his posse reached Woodsdale, it created wild excitement. A meeting was held and everybody was in favor of arming, proceeding to Hugotown and killing as many men as possible, and then burning the town in retaliation, but wiser counsel prevailed. While the meeting was in session Mrs. Crose received a message from a Hugotown lawyer telling her where the body of her husband could be found. The Woodsdale people have sent for 100 Winchesters and a wagon load of amunition, and have picketed sentinels for several miles around Woodsdale, with orders to fire upon any Hugotown man who tries to pass them.

### HOW ARE THE MIGHTY FALLEN.

Boston's Pride and Glory is Now Only a Barroom Loafer.

BOSTON, July 29.—The once world-famous champion of champions, John Lawrence Sullivan of Boston, has descended to the lowest barroom dives and has taken to drinking the poorest of beer when he used to demand nothing but the best of wine. Since his "pull for" drawn battle with Charley Mitchell he has dropped lower and lower in the estimation of his Boston friends. Because of his protracted sprees, his ungentlemanly conduct and his bravado little is now thought of the bruiser. It would not be surprising to see him arrested for drunkenness any day and sent to some reformatory for a month to sober up.

### KILLED IN A STREET BRAWL.

Two Chicago Toughs Shot Dead by a Beer-Drinking Bohemian.

CHICAGO, July 29.—John Phillips and "Skip" Larkins, with some friends, were returning from a ball game this evening, and, meeting a party of Bohemians carrying a pitcher of beer, roughly asked for some. A row ensued, when August Dettof, one of the Bohemians, drew a revolver and shot Phillips and Larkins dead. The Bohemians then ran to their house and barricaded themselves, while the dead men's friends got reinforcements and were preparing for an assault, which would have resulted in much bloodshed. Just then a posse of police came and took all into custody.

### COLLISION AT SEA.

The Passenger Steamer Parthian Runs Into a Lumber Schooner.

VINEYARD HAVEN, Mass., July 29. — The steamer Parthian, of the Boston and Philadelphia line, and the schooner Ayr, from St. John for New York, collided near West Chop, Vineyard sound, last night. The Parthian was badly injured and was grounded in the harbor. The schooner was torn wide open but her cargo of lumber saved her from sinking. No lives were lost and little excitement was created among the 55 passengers on the steamer.

### GEN. SCHOFIELD.

He States That He Will Not be Placed in Command of the Army.

NEW YORK, July 29.—The recent visit of Gen. Schofield to Washington having given rise to rumors that he was to be placed in command of the army during the temporary disability of Gen. Sheridan, a *Tribune* reporter called on Gen. Schofield and asked him about it. The general said there was no basis for the report. His recent trip had no connection whatever with such matters.

### MURDER ON THE RAIL.

Two Melees on Board Railway Trains, in Which Three Men Are Killed.

MEMPHIS, July 29.—A difficulty occurred this morning on board the passenger train of the Kansas City, Springfield and Memphis railroad between S. S. Burke, a stockman, and some passengers. A general fight ensued and in the melee one of the men stabbed Burke near the heart, causing almost instant death. The murderer with two of his comrades jumped from the train and escaped.

### Throwing the Hammer.

NEW YORK, July 29.—The record in distance for throwing a 16-pound hammer was beaten this afternoon by Barry of the Cork Athletic Club. The distance thrown was 122 feet 6¼ inches. The best previous record was also made by Barry about twelve months ago in New York. The distance thrown at that time was 121 feet 11 inches.

### The President's Vacation.

NEW YORK, July 29.—President Cleveland and party sailed from Bay Shore, L. I., at 8.30 o'clock this morning, for Block island.

There was a large crowd of people up early in the morning to see the president and not a few of them wanted to shake hands with him. There was no opportunity for chat, however. The president will return home Tuesday night.

### Fatal Shooting on a Train.

EVANSVILLE, July 29.—On the Ohio Valley railroad last night, between Henderson and Marion, Ky., William Cardwell, James Nichols and Sam Nunn indulged in a slobbering scrape. Cardwell and Nunn were fatally shot and Nichols jumped from the train and escaped.

### A Jute Bag Trust.

ST. LOUIS, July 29.—George Taylor, a prominent St. Louis cotton manufacturer is authority for the statement that the jute bagging manufacturers have formed a pool or trust to advance the price of bagging from 7 to 11 cents per yard.

### Clearing House Exchanges.

BOSTON, July 29.—The *Post* specials show the gross exchanges of the leading clearing houses of the United States for the week ending July 28, were $818,625,687, a decrease of 4.6 per cent. from the same period last year.

### The Injured Jockey.

SARATOGA, July 29.—Morris of Baltimore, the gentleman jockey injured in the steeple chase yesterday, is somewhat improved this evening. All that is feared is inflammation of the brain.

### Two Children Drowned.

NEW YORK, July 29.—Kate and Dennis, children of Patrick J. Byrnes, were drowned in the harbor to-day by the upsetting of a rowboat. The father was saved with difficulty.

### Baseball.

BROOKLYN, July 29.—Brooklyn 6, Cincinnati 2.

CLEVELAND, July 29.— Cleveland 4, St. Louis 7.

### Randall Recovering.

PHILADELPHIA, July 29.—Randall passed a very good day at his country home and declares himself to be on the rapid road to complete recovery.

### Mrs. Cleveland Goes to Church.

MARION, Mass., July 29.—Mrs. Cleveland passed a quiet Sunday. She attended the Episcopal church.

### EDWARD CORLISS AND THE ROBINS.

Wonderful Kind-Heartedness of a Busy Man.

Boston Transcript.

The late Edward Corliss of Providence, the inventor and manufacturer of the great Corliss engine, was a man who valued his business largely for the opportunities which it brought him of doing thoroughly and unpretentiously humane acts. Very many stories are told at Providence of his generosity to people in his employ, and especially of a way he had of coming to some employe or workman who looked ill or overworked, or who had complained of having a hard time, and saying to him: "Now, look here; you are not looking well. You had better go off somewhere for a rest of a few weeks, and I will take care of your family while you are gone." And the man was started off on a vacation of months, if months were needed, without any apprehension on his mind as to the needs of his family.

But other employers have done the same thing, no doubt, and the Listener would not have occasion to note the matter if it had not been for the true story of another generous deed of Mr. Corliss, lately told of him from a most authentic source, which is so exceptional and so quite idyllic that it merits special relation. More than that, it merits such a setting of incident as the story-telling genius of a Hawthorne or a Hale would give it; but as the Listener can give it no such setting and as, moreover, he has no right to do more than tell the tale just as it was told to him, he will narrate it in its simplest form.

Mr. Corliss, not very long before his death, had occasion to build an addition to his manufactory—a big "L" for additional machinery. To prepare the foundation for this "L" it was necessary to remove a ledge of rock by blasting. The men to do the work on the addition had been employed and put on the pay roll; the materials had been purchased and brought to the building, and the work of blasting had begun. The next morning Mr. Corliss passed by the place where work was proceeding, when the foreman in charge, knowing his interest in pretty things, called him.

"See here, Mr. Corliss," said he; "here is a bird's nest that we've found, and that's got to go."

He showed the manufacturer a robin sitting upon a nest that had been built fast and snug in a crevice of the rock, among some bushes that grew there. The bird flew off her nest as the men came near, and showed five blue eggs, that looked as if they had just been laid.

"Can we move that nest somewhere else?" asked Corliss.

"I'm afraid not, sir. We'd tear it to pieces getting it out, and it isn't at all likely that you could get the bird to go on, so we may as well rip it out and throw the eggs away."

"No," said Corliss, "we won't disturb her. Let her bring out her brood right there."

"But we'll have to stop the work on the building."

"Let us stop it then."

And so orders were given that operations on the addition should be suspended. They were suspended, and the hands stood still, drawing their pay for doing nothing, while the bird sat on her nest with her air of great consequence and zealous attention to business, and had her food brought her by her mate, and at last hatched her brood.

And then there were three weeks more to go by, at the least before the young ones could fly. Corliss visited the nest frequently, not with any uneasiness or impatience to have the robin and the young ones out of the way but with a genuine interest in their growth. The old birds had all the time they wanted, and when at last they had sternly helped the clumsy, reluctant youngsters over the edge of the nest, and they showed themselves able to get about on their own hook, orders were given to resume the building operations, and the dull boom of the gunpowder blasting the rocks apart was heard where the birds had peeped.

It was an idle freak, a practical man would say, of a man who may have had more money than he knew what to do with. Perhaps it was a freak, but it was one of the sort of freaks that make the world better.

### HOW TO BEAT THE SCALES.

An Ingenious Savannah Negro Makes Them Weigh Him for Nothing.

Savannah News.

The American automatic scales that were put in the hotels several months ago got out of order frequently, and a good many who are attracted by the pretty sign, "Drop a nickel in the slot and ascertain your correct weight," drop the nickel but without finding out how much they weigh. As soon as the fact was made known to Messrs. George & Bevill, at the Screven, a notice that the scales were broken were pasted on the face of the scale and warned the fat man that he could not weigh there. When the agent went around yesterday collecting from the boxes in the scales the nickels, it was found that a large piece of tinfoil, the size of a nickel had been dropped in the slot of the Screven house scale and had lodged there. When the foil was removed the scales worked all right.

An ex-porter who stood outside on the street looking through the window at what was going on, remarked, with a chuckle, "that the nigger that did that job was a fool."

When asked why, he said: "Why dis is de thing wat gits erway wid de arternashung," and he drew from his pantaloons pocket a nickel with a hole in it and several feet of silk thread.

"Dis is de kine er thing I weighs my friends wid. Lemme sho' yo'," and going inside after the crowd had dispersed he stepped upon the scales and dropped the nickel in the slot, holding on to the string. Instantly the hand flew around to the 140-pound mark, and, looking up, the porter said: "Wut I tell you? Ain't it so?"

Then he pulled the thread and out came the nickel. Winding it up, he replaced it in a box in his pantaloons pocket and walked off, chuckling to himself: "Dis nigger wuz bo'n great."

Languor, Dull Headache and Constipation removed by TARRANT'S SELTZER APERIENT.

$2,500,000 worth of new buildings were erected in Seattle last year. There will be at least $6,000,000 put into new building in 1888, palatial business blocks and residences. Eshelman, Llewellyn & Co. will tell you where to buy a lot and get a foothold also.

Use Rose Pills.

# PACIFIC COAST EVENTS.

## Details of a Brutal Chinese Execution.

### SPORTING NEWS OF THE WEEK.

The California Republican Convention—Heavy Rains in the Southwest—San Carlos Indians Belligerent.

SAN FRANCISCO, July 29.—Late advices from China give interesting particulars of the execution of the Mabarajah pirates at Longkah, Siam, on the 20th of May. There were nine prisoners, two of whom were arrayed in white coats, which is a sign of condemnation to death, while the others were clothed only in sarongs. All of them were in heavy chains. The sentence was that two of the prisoners should be beheaded and the other seven were each to receive ninety strokes with a rattan and be imprisoned for life. On the reading of the sentence it was discovered that one of the white coats had been put on the wrong man, and one of the seven, on hearing himself thus condemned to die, prayed for his life. The coat was transferred to the unfortunate supplicant.

The flogging then commenced. Stands had been erected where four men could be flogged at once. They were curious structures, consisting of two posts placed about eighteen feet apart, with two parallel bamboos running from the foot of one to the top of the other, the culprits' heads being fastened between them by two bars across. On sitting down a rope was fastened round each prisoner's waist and tied to the post behind him. His arms and legs were then pulled out straight in front of him, his hands tied to bamboos and his feet to the other post, the ropes being pulled so tight that his back was stretched like a drum.

First four men were flogged. The rattans used in the operation were about four feet long, and as each stroke fell, the men shrieked with agony, and their backs gradually rose in a gory, swollen, shapeless mass. After administering 30 strokes, the floggers stopped for rest and then gave the remaining thirty, the other three men who had still to be flogged, and the two who were to be beheaded, looking on all the time. When the four had been flogged, the other three were treated to the same dreadful punishment.

The flogging being over, the police marched with the two condemned prisoners to the place of execution, a field, where a space about 250 yards in circumference had been roped off, round which a great crowd of people, principally Siamese and Chinese, had assembled. When they had arrived, the executioners, after sprinkling themselves with water, proceeded to ask forgiveness for the deed about to be done, and on this being granted presented each prisoner with a flower. In the center of the field two short stakes had been driven into the ground and to these, when the executioners had finished their meal, the prisoners walked slowly out without any one to guard them. Afterwards the executioners walked out with Japanese swords and sat down some thirty paces beyond the prisoners. They sat thus for perhaps a minute, then rose and advanced towards the doomed men, executing fantastic, dance-like figures. On receiving the word they advanced toward the prisoners more quickly than before, and when within reach, after standing for a few seconds with their swords poised in air, they proceeded to cut their heads off.

The head of the man who had begged for his life was taken off at three blows, but seven or eight were struck before the head of the other, an immensely powerful looking man, with thick muscular neck, fell. The moment the first man's head fell his executioner ran off to a temple close by to perform certain rites, the other executioner following him as soon as his victim's head was off. The heads were thrown into kerosene tins along with arsenic, to be sent to Frang, where the piracy for which the men were executed took place. The bodies were then cut down and a Chinaman with an ax chopped off the heels from the lifeless limbs, so as to permit the irons, which were welded on, being removed.

### COLONIZING PALESTINE.

A Suspicion in San Francisco That Dr. Sivartha is a Fraud.

SAN FRANCISCO, July 29.—As regards the plan of Dr. Sivartha of Chicago for colonizing Palestine and restoring it to the Jews, Rabbi Voorsanger, of the Temple Emanuel of this city, says: "A few years ago a man calling himself Rabbi Edward Joseph came to California with a scheme like this one. He was a fraud, and appropriated part of the funds he collected. He had a dozen aliases, and I have heard several of my congregation declare their belief that Dr. Sivartha is the same man. I never heard of a rabbi of that name. No general organization has ever yet been effected among the Jews of America for the purpose of recovering Palestine. The only recognized effort occurred six years ago, among the persecuted Jews of Russia and Roumania. They established a colony which was subsidized by the colonial society in Germany, to which funds were contributed by other societies throughout Europe. Private contributions for this enterprise were made through local agencies in all large cities, and the Anglo Jews in London were particularly active in helping on the movement. But they failed to create the general exodus expected."

### SPORTING NEWS.

A Good Week at San Francisco—The California Baseball League.

SAN FRANCISCO, July 29.—Sporting circles were well entertained last week. What with the California clubs exhibition, the Olympic field-day and the Turner fest, lovers of athletics have had sufficient sport to last for some time.

With the Faulkner-Acton match Tuesday night matters will quiet down a little. Purcell and Schifferstein are taking a little work preparatory for their Eastern trip, and Peter Jackson is also getting into trim for a match with Goodfry.

Reports from the various race tracks complain of lack of stable room and accommodations, a complaint that is in itself a guarantee of fine sport later on.

In the schedule of the California baseball league the standing of the clubs is relatively the same as last reported, but the margins have been reduced considerably and the finish promises to be as close and exciting as that of last season.

### HEAVY RAINS.

Railroad Trains Greatly Delayed Through Arizona and Mexico.

NOGALES, A. T., July 29.—This section of the southwest is just now greatly inconvenienced by the unprecedented heavy continuous rains and railroad washouts. All trains on the Southern Pacific are more or less delayed by washouts. Though trains have been kept moving by transferring passengers, mail and express. There are some few washouts on the Sonora railroad, but transfers have been made. All night trains have been taken off and only day trains permitted to run. Through Mexico the rains have been the heaviest and most constant ever known, and in many instances great damage has been done.

### BELLIGERENT REDSKINS.

Indians on the San Carlos Reservation in a State of Hostility.

TUCSON, July 29.—A general feeling of restlessness has existed among the Indians at the San Carlos reservation for some time past. Within a few days past several Indians have been arrested, which has caused a general uprising, and they threaten to leave the reservation.

### Personal and General Notes.

SAN FRANCISCO, July 29.—Bishop Fowler of the M. E. church leaves for Yokohama by the steamer Belgic next Tuesday to hold the Japan conference at Tokio, August 22d. He intends to visit Corea and the Methodist missions in China before his return, which will be in about six months. His wife and son will accompany him. Bishop Wilson, of the Methodist Episcopal Church South, goes to Japan by the same steamer.

George Godfrey, champion colored heavy weight of America, who is matched to fight Peter Jackson, the colored champion of Australia, for a purse at the rooms of the California athletic club on August 24, arrived on yesterday's overland train from Boston.

The First M. E. church, which has been remodeled and extensively improved at an expense of about $11,000, was rededicated today by Bishop Wm. Taylor of Africa.

A wagon train of immigrants composed of three families passed through Marysville, Cal., to-day, bound for Oregon. They were from the lower part of California.

The thirty-ninth anniversary meeting of the California bible society was held to-day at the Howard street Methodist Episcopal church. Dr. C. C. Stratton preached the anniversary sermon.

### San Francisco Theaters.

SAN FRANCISCO, July 29.—At the Baldwin "The Wife" will be continued until further notice. The company has done an immense business and the receipts for the first two weeks will reach $17,000.

At the Alcazar, to-morrow night, E. J. Buckley begins a two weeks' engagement in "Forgiven," one of Green's melodramas. Osbourne and Stockwell will appear in the cast.

At the Bush street, to-morrow evening, W. F. Rochester's musical comedy company will appear in a play entitled "Senior and Junior."

At the Tivoli, "Donna Juanita" will be produced during the week.

### California Republicans.

SAN FRANCISCO, July 29.—Comparatively few delegates to the republican convention which convenes here next Tuesday, have arrived. Delegations from the southern counties are expected here to-morrow. Those from the northern counties are expected on the morning and afternoon trains, while delegates from counties close by will propably wait until Tuesday morning, arriving just before the convention meets. A meeting of the executive committee of the republican state central committee will be held to-morrow, at which a general exchange of views will be had between the leaders in this city and in the country as to the plan of the campaign.

### He Tried to Kill Himself.

SAN FRANCISCO, July 29.—Joseph C. Murgot, a Frenchman, who was brought to the receiving hospital yesterday morning with a bullet wound in his right eye and who told a wild story about being attacked by footpads and robbed, has finally confessed that the wound was inflicted by himself with suicidal intent.

### AN INFANT ASSASSIN.

A Boy of Eight Years Kills His Brother and Cuts His Own Throat.

PARIS, July 29.—Mrs. Sianzade, living on Rue de Bery, was awakened at an early hour this morning by loud screams. She hastened to her children's bedroom, from which the cries came and found her son Louis, aged 6 years, with a gash in his stomach, the wound having been inflicted with a razor by his brother Alphonse aged 8 years. The mother screamed for assistance but before the neighbors arrived Alphonse had cut his own throat from ear to ear. He died soon after. Louis is in a precarious condition. Alphonse always hated his brother and tried to kill him twice before, once by driving a nail into his head with a hammer. He stole the razor from a shop, sharpened it last evening, and hid it by his side in bed.

### CABLE NOTES.

The Navvies Strike in France.

PARIS, July 29.—Eight thousand navvies are now on a strike and others are expected to join the movement. Twenty-three of the one hundred persons arrested were held for trial on a charge of having been concerned in the rioting at Lavillette.

Five hundred strikers attacked the police at Lavillette on Saturday night. Ten rioters were wounded with swords. Many of the rioters were Italians.

The Pope Sends Congratulations.

BERLIN, July 29.—The empress and son are doing well. The pope sent a telegram congratulating the emperor upon the birth of his fifth son. The emperor in reply thanked the pope for this new proof of his friendly regard.

A Boycotted Farmer Murdered.

DUBLIN, July 29.—John Forham, a boycotted farmer, while returning from Tralee with three laborers in a car to-day was shot near Listowel, Kerry, by two disguised men, who jumped over the fence, fired and escaped.

Jem Smith Hurt in a Runaway.

LONDON, July 29.—Jem Smith, the prize-fighter, while driving in Kilburn, London, to-night, collided with a trap and was thrown to the ground. He was picked up insensible and is injured about the ribs and face.

A Fearful Storm.

LONDON, July 29.—A fearful storm has caused much destruction in the northwest of France. Many fishermen were drowned.

### WHAT HOUSEWIVES SHOULD KNOW.

Wash all marble daily with ammonia and water in place of soap-suds.

The flesh of fresh fish should be firm, the gills should be light and the scales silvery.

Wash mirrors in warm suds, then dust with whiting from a muslin bag and polish with chamois skin.

It is false economy to buy stale anything; the freshest is none too good, especially at this season of the year.

Buy perfectly fresh fruit and vegetables, free from sprouts and only in quantities that admit of immediate use.

Rub your lamp chimneys after washing with dry salt, and you will be surprised at the new brilliance of your lights.

To clean ornaments of alabaster dissolve borax in boiling water and apply with a cloth or soft brush, rinse carefully and dry in the sun.

Good eggs may be quickly designated by their dull shell and clear appearance. An old or stale egg, as a rule, has a dull, porous-looking shell.

Good articles always command a fair price, excepting at the close of the market, when a dealer will sell at a reduction, rather than risk the keeping.

Visit the market yourself rather than order by mail or messenger; be more interested in your own welfare, and you will supply your table with better food at one-half the expense.

To raise the pile of plush or velvet, dampen on the wrong side with clean, cold water, then hold tight across the face of a hot iron and rub up the crushed spot with a clean stiff brush.

Pigeons are good when the breasts are plump and red looking. The flesh of an old one is dark, and the breast is not so plump. Squabs are plump, soft-skinned, with almost pink flesh.

To keep green vegetables for a day or two, sprinkle with water and place them on a cellar floor. Fruit should not be kept in the cellar, but put out singly and stood in a dark, dry, cool place.

Green corn and Lima beans deteriorate more quickly than any other vegetables; they should be spread out singly on the cool cellar floor as quickly as possible after they come from the market.

Ponged silk must be washed in torpid lather; soap must never touch it, as it makes it harsh; hung to drain without wringing after being well rinsed, then folded while very damp, rolled in a cloth and ironed after twelve hours.

Twenty drops of carbolic acid evaporated from a hot shovel will go far to banish flies from a room, while a bit of camphor gum the size of a walnut, held over a lamp until it is consumed, will do the same for the festive mosquito.

Clean oilcloth with a wet towel pinned over a stiff broom, and rub with long, sweeping strokes. Matting should be washed with strong salt water and a clean cloth, and do it if possible at midday, to insure quick drying, which prevents discoloration.

To renovate velvet, free from dust by laying face down and whipping smartly; then brush with a camel's hair brush, damp on the wrong side with borax water and hang pile inward in the sunshine to dry, taking care that there is no fold or wrinkle on the line.

Poultry should have a smooth, clean-looking skin, both on the body and feet. If young, the lower part of the breastbone will be cartilage. Try this carefully, as some of our dealers are so unfortunate as to break the ends of the breasts, which to an untrained marketer gives them the feeling of cartilage.

Many of the so-called cheap cuts of meat are preferable; for instance, the shoulder of mutton is much more delicate than the leg, and, as few persons know, the price is low. The English, who of all people know what good mutton is, always give the leg to the household and save the shoulder for guests or first table. However, meat is not the only thing you must learn to choose.

Remember that Hood's Sarsaparilla is a peculiar medicine, entirely different from any other.

Use Rose Pills.

# THE NATION'S CAPITAL

## Bills to Come Before Congress This Week.

### THE REPUBLICAN TARIFF MEASURE.

A Bill in Preparation Which Will Reduce the Surplus Without Detriment to the Nation's Industries.

WASHINGTON, July 21.—The sundry civil bill will probably occupy the attention of the senate to-morrow.

It is Senator Frye's purpose to ask that the fisheries treaty be taken up for continuous debate until disposed of, after the sundry civil bill is passed.

The bill for the admission of Washington territory and the bill to encourage the holding of a national industrial exposition of the arts, mechanics and products of the colored race will be brought forward for consideration.

It is now thought to be doubtful whether the tariff bill will make its appearance in the senate this week.

The general deficiency appropriation bill is likely to occupy the attention of the house several days this week. After this and the bill providing for the payment of the French spoliation claims is disposed of, Sayres will endeavor to secure consideration for the fortifications appropriation bill. As the senate amendments to the army appropriation bill cover nearly the same ground it is expected the committee on military affairs will antagonize the fortifications bill and try to have their bill first acted on with a view to throwing it into a conference and ultimately adopting the senate's plan of defense. It would appear that whatever time remains after disposition of the deficiency bill will be consumed in discussion of the subject of fortifications.

### TRUE REVENUE REDUCTION.

It Can be Accomplished Without Injuring the Country's Industries.

WASHINGTON, July 29.—The tariff measure to be submitted by the republican senators of the finance committee as a substitute for the Mills bill is nearly finished. It is already printed and is now being carefully examined by the republican senators. It is a beneficial measure for Oregon as well as for the whole country. The object of the bill is to reduce the surplus, and unlike the tariff revision of the Mills bill it will accomplish that purpose.

The idea that a bill could not be prepared to reduce the surplus without raiding the industries of the country is exploded entirely. It is wonderful what a difference there is between the bill to reduce the surplus which is framed by hands friendly to protection and the Mills bill, which pretends to be a measure to diminish revenue. Timber lumber and raisins will have a tariff equal to that which now exists upon these various articles.

The senate bill will be introduced probably by the end of this week or the beginning of next, and will be pressed to an immediate consideration. It is a measure which will reduce the surplus without injuring the industries of the country, and the republicans will be able to contrast it with gratification with the Mills bill, which alleges to have in aim the reduction of the surplus, but which in reality is intended to introduce a system of free trade in this country.

### Declines a Renomination.

WASHINGTON, July 29.—Senator Palmer, of Michigan, whose term will expire March 4, has written a letter to his friends positively declining to be a candidate for re-election.

### Additional Letter Carriers.

WASHINGTON, July 29.—Sixteen hundred additional letter carriers are provided for in the new postoffice appropriation bill. San Francisco receives thirty.

### PRESS PITH.

The fortune teller is apt to find in her old age some of her palmiest days.—*Duluth Par. agrapher.*

The retired pioanist and the retired pugilist and the retired minister are all expounders.—*Boston Courier.*

Singe isn't it, that the best base ball players are the men who are always getting off their base.—*Boston Post.*

A writer says we are to have "a season with an even temperature." This ought to bespeak a good plumb season.—*Yonker's Statesman.*

Now is the time of the year when the much-suffering small-boy gets shingled by the barber and by his mother, too.—*Burlington Free Press.*

"Bathing suits are to be worn longer," says an exchange. Of course, they are. The season isn't more than half over yet.—*Burlington Free Press.*

William Black, the novelist, is coming to America. Crossing the ocean will give him a chance to write another novel, to be called "A Beautiful Ketch."—*Detroit Free Press.*

"You seem in great haste, young man," he said solemnly. "Do you not know that Sunday should be observed as a day of rest?" "Yes, sir," responded the young man; "and that's the reason I'm in such a hurry. I want to get a seat on the grand stand before they're all sold.—*Time.*

"What does all that pistol-shooting in the car ahead mean, conductor?" asked a frightened passenger. "Are we attacked by train robbers?" "Worse than that, worse than that," replied the conductor, with a blanched face; "a couple of men are trying to take a straw vote."—*New York Sun.*

Six wholesale houses of Portland have opened branches in Seattle in the last thirty days. They see where the great city of the Pacific will be and they are securing a foothold. Call on or write Esbelman, Llewellyn & Co. for full printed matter.

Union ticket office, corner First and Oak streets—Oregon Railway & Navigation Company, Union Pacific railway, Northern Pacific railway, Oregon Short Line, Pullman reservations made for Northern Pacific and Oregon Short Line. G. S. Taylor, ticket agent, Portland, Oregon.

Take the Northern Pacific Railroad for all points east. The only dining car route from Portland. Office, No. 2 Washington street.

Use Rose Pills.

Young veal may be told by the bone in the cutlet. If it is very small the veal is not good.

REMARKABLE CURE OF DEAFNESS.

Grant Co. News.

Wm. Altnow, of Drewsey, who formerly lived in this place, has been suffering from deafness for a number of years. He consulted a number of physicians, but obtained no relief. Hearing of the wonderful success of the Drs. Darrin, of Portland, he went to them for treatment, and is to-day cured of this very distressing infirmity. Mr. Altnow is an old and well known resident of Grant county, and the success which these doctors have made in his case speaks volumes in their favor as practitioners and specialists.

TO WHOM IT MAY CONCERN.

For a time previous to calling on Dr. Darrin, I was so deaf in one ear that I could not hear but very little, and the other ear was hard of hearing for twenty years. The trouble arose from catarrhal affection. My deafness was accompanied by ringing noises in my ears. I had little faith that anything could be done for me, but as "a drowning man will cling to a straw," I concluded to do so. In that condition I came to Dr. Darrin and took his new cure for deafness by electricity, and now can truthfully say I can hear as well as ever in my life, and the noises in my head have all passed away. I will answer any questions at Drewsey, Grant county, Oregon. WM. ALTNOW.

Office Hours and Place of Business.

The doctors can be consulted at 235 Fifth street, corner Main, Portland, from 10 to 4 daily; evenings, 7 to 8; Sundays, 10 to 12. All curable chronic diseases, loss of manhood, blood taints, syphillis, gleet, gonorrhœa, stricture, spermatorrhœa, seminal weakness or loss of desire of sexual power in man or woman, catarrh and deafness, are confidentially and successfully treated. Cures of private diseases guaranteed. Circulars sent free. Most cases can receive home treatment after a visit at the doctor's office.

THE SEATTLE OFFICE is closed. Any of the patients from that vicinity can call at the Portland office.

FOR SALE—REAL ESTATE.

Snoqualmie & Wolverton

Spokane Falls, W. T.

BUSINESS LOTS,
RESIDENCE LOTS,
ACRE PROPERTY,
AND FARMS.

Title Abstracts of Spokane County.

The best place for all information pertaining to Real Estate.

[illegible]

POPULATION IN 1880, 720. IN 1888, 14,000.

Assessed value of property, $6,555,438. No city indebtedness. Syndicate capital, $[illegible] mill capacity, 300,000 feet lumber daily. Other mills, output daily, 360,000 feet. [illegible] in new car and machine shops. $100,000, Hotel Pike just completed. Water bonds [illegible] Electric Light, Water Works, Motor and Street Car Railroads, etc. Wheat [illegible] Coal Bunkers to be erected. Extensive building improvements in all parts of the city. [illegible] firm and steadily advancing. Parties seeking investments in A WIDE AWAKE [illegible] office and examine my list of city and country property. Carriage free to show [illegible] solicited.

George W. [illegible]

28jlm FIFE HOTEL BLOCK, OVER TRADERS' BANK.

[illegible]

(Successor to Hall & Cavender)

Real Estate and Loan Agents

125 SOUTH TENTH STREET

Tacoma, W. T.

I INVEST ON JOINT ACCOUNT.

BUY NOW! BUY NOW! BUY NOW!

Hall & Cavender's Addition, near the Branch Motor Line now being constructed. Lots in [illegible] are now on the market at

$100 PER LOT.

Buy in the "CITY OF DESTINY."

And for the best bargains in [illegible]

J. H. HALL, 115 S. Tenth St., Tacoma, W. T.

I. D. W. SHELTON. R. E. [illegible]

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REAL ESTATE

—AND—

[illegible]

REFERENCES:

Any responsible business man in Seattle or Olympia, W. T.

OFFICES:

Rooms 2 and 3 [illegible]

Front Street, Seattle, W. T.

[illegible] Write for further [illegible]

INVESTMENTS MADE FOR NON-RESIDENTS.

I INVEST ON JOINT ACCOUNT.

BUY NOW! BUY NOW! BUY NOW!

Hall & Cavender's Addition, near the Branch Motor Line now being constructed. Lots in same are now on the market at

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W. H. EDES, Notary Public. A. P. WOLVERTON.

EDES & WOLVERTON,

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A large list of Business and Residence Property. Correspondence solicited.

SALAMANDER FELTING COMPANY

Manufacturer of Asbestos Boiler Covering, Indestructible Non-Conducting Coverings for Steam Boilers, Pipe, etc. J. MALIFF, Agent. Office 150 First street, P. O. Box 456, Portland, Oregon.

WOOD! WOOD! WOOD!

Slab wood—$1 50 per load—from Weidler's Mill. Orders left at mill or at the box at Rose Bakery will be promptly attended to. W. H. L. BARNES & CO.

TABLE OF GOSSIPY ITEMS

He Wears an Orthodox Hat and Can tell Exactly Why.

Recollections of '64—Fang Chak Discourses—Widmore Fountain—Philip Ritz Talks About the Inland Empire.

P. Mays of The Dalles was at the house yesterday, wearing a genuine hat and in his buttonhole a badge enamel with a star and the name of on it in gold. Mr. Mays was a delefor the national republican convention ward one of the committee which nomin. Harrison of his nomination. He visited Washington and New York, arrived home a few days ago. He his way to California on legal busiin which will probably visit the convention there. Thinking that on the political situation might be a reporter interviewed him in re- with the following result: them. with the following result: nse you are pleased with the result nvention. was the leading question Mr. Mays.

much," he replied, "I do not think or more satisfactory nominations been made. Besides, the friends republican candidates accepted the re- as if their man had succeeded, home quite as eager for the ticket.

Old Gen. Harrison impress you?"

and him a very fine appearing and gentleman. After seeing him and his views, I could well understand was the favorite son of Indiana. very unassuming, lives in a plain is very popular with all classes. I cannot be mistaken as to his popjudging from the manner in which of all classes, called upon and received by him the day of his notifica- There is nothing kid-glovish about

Harrison carry Indiana?"

is no doubt of it. Even Gov. Gray will be very close, and says Harriexceedingly popular with all classes state.

illest, happiest drunk seen at the in many a day was run in yesterHe looked smilingly around at the ished walls and then downward in- at the new stone floor.

been here before," he said. "My name Fletcher. Cayuse George used to run in '64, but I haven't been here have you been all these years." Hudson as he deftly extracted a of tobacco from Mr. Fletcher's his sole possession.

've been in the mountains," was the

walk in," said Hudson. "I'll give best room in the house, as you were of Cayuse George."

name of this horsey person was Townsend, and he was on the police back, early in the sixties. But if cher, when he got full, was antici- as pleasure of being run in by his e, he was disappointed.

Sheriff J. D. Smith of Baker arrived here yesterday, having in Albert Carter, who has been ad- insane and is en route to the asylum

crowd of Chinese was gathered at of Second and Alder streets yesto listen to Fung Chak of the Baptist mission, who was holding forth chapel. The hearers appeared much ed, and an English speaking China- he was telling them the story of gical Son. This is a familiar story to have been reared in a Christian land, probably new to most of the audidoubtless came home to many of who, being in a far country, have there to live on husks instead of growing pork and chickens.

Fountain is expected to ar- here any day now. The artist, Mr. Warner is, it is understood, now in and will come up here as soon as of the arrival of the fountain to and its erection.

gentleman to whom a friend somewhat display

...OF GOSSIPY ITEMS

...Orthodox Hat—and ...ll Exactly Why.

...ng Chak Discourses— ...Phillip Ritz Talks ...Inland Empire.

...s of The Dalles was at the ...terday, wearing a genuine ...in his buttonhole, a badge ...with a star and the name of ...Mays was a dele- ...republican convention ...committee which no- ...his nomination. He ...Washington and New York, ...a few days ago. He ...California on legal busi- ...probably will probably visit the ...there. Thinking that ...situation might be ...Interviewed him in re- ...following result:

...pleased with the result ...the leading question ...

...replied, 'I do not think ...satisfactory nominations ...Besides, the friends ...accepted the re- ...men had succeeded, ...quite as eager for the ...Harrison impress you?"

...very fine appearing and ...After seeing him and ...could well understand ...favorite son of Indiana. ...unassuming, free in a plain ...popular with all classes. I ...mistaken as to his pop- ...from the manner in which ...classes, called upon and ...has the day of his notifica- ...nothing kid-glovish about ...carry Indiana?"

...doubt of it. Even Gov. Gray ...very close, and says Harri- ...popular with all classes

...baptized—seen at the ...day was run in yester- ...smilingly around at the ...walk and then downward in- ...new stone floor.

...before," he said. "My name ...Payne. George used to run ...s, but I haven't been here ...

...been all these years," ...was a tee-deffly extracted a ...tobacco from Mr. Fletcher's ...possession.

...is the mountains," was the ...and Hudson. "I'll give ...room in the house, as you were ...Payne George."

...of the larger person was ...and he was on the police ...early in the sixties, but it ...which he got full, was antici- ...nature of being run in by his ...disappointed.

...J. D. Smith of Baker ...here yesterday, having in ...darter, who has been ad- ...and is en route to the asylum

...of Chinese was gathered at ...Second and Alder streets yes- ...to Fung Chak of the Baptist ...who was holding forth ...The hearers appeared much ...strength in hand and Mayo ...telling them the story of ...This is a familiar story to ...reared in a Christian land, ...only new to most of the audi- ...came home to many of ...being in a far country, have ...their wealth at tan-tan and ...husks instead of growing ...chickens.

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...to whom a friend somewhat ...played yesterday one of the log ...duly exhumed from the grave ...warrior, started out in a hurr ...

...going?" asked the medal ...

...to dig up an Indian and get a ...," was the reply.

...Ritz, of Walla Walla, was ...Charles hotel. As he is gen- ...informed in regard to the crop ...the inland empire, a reporter ...some information in regard to ...I have recently made a trip ...Palouse to Genesee, Idaho, just ...Lewiston, through the entire ...Palouse country, a distance of ...miles," said Mr. Ritz, "and ...crops growing here that ...seen in the United States. If ...world. I saw fields of wheat that ...60 bushels per acre; oats that ...from 80 to 100 bushels per ...from 70 to 90 bushels per ...per cent more land in cultiva- ...ever before. I also made quite an ...through the Big Bend coun- ...this quite an empire of itself. ...settled, in fact not near all set- ...and the crops remarkably good ...quality.

...facilities have the farmers of this ...moving those crops?"

...two railroads building into the ...country at present, besides two or ...boats now building to run on the ...Snake. With those boats and ...country will be pretty well ...with transportation, and add ...to the sum total of wheat for ship- ...season."

...crops as good in other sections as ...already mentioned?"

...average up nearly as well. In ...they are remarkably good. I ...Mr. Shot's farm near Pittsville ...average fifty bushels per acre."

...the crop prospects of the Inland ...be considered very flattering?"

...up the crop prospects in a ...would says that in Asotin, ...Columbia and Walla Walla counties ...son, and in Umatilla and Morrow ...son, there are small sections ...crops are quite light owing to the ...drought in April and May. ...storms thrown in June brought ...of the crops so nicely, and all ...well, that these counties will ...within short of the usual yield, ...of Snake river the yield will be ...1,000,000 of bushels more than ...The railroads now building ...country will have all they can ...export this crop to the seaboard in ...possible length of time. It would be ...impossible for one road to move the ...season."

...W. Scott, a Philadelphia capitalist ...taking a tour of the coast, was at the ...yesterday. He was asked by ...what he thought of this western ...country.

"...no place yet," said he, "...up to Pennsylvania in my ...I went as far south as San Diego ...not make the trip through Cali- ...it paid for it. Such a hot, dusty ...no charms for me."

"...you like Oregon?"

"...than California. The cli- ...delightful, and the country has ...beautiful, desert-like appearance ...with California. When ...is as old as Pennsylvania it will be ...The farms will be set out in ...more and better improved. I am ...here to take a look at the Sound ...expect to go home perfectly ...with what I have seen there."

...The Dalles is at the ...to procure the boiler ...electric light works which ...establish at The Dalles. He ...the boiler, etc., to ...Tacoma, and expects to ...here in time for the opening ...the Locke at The ...

...Dalles are crowded, and there is not a vacant house in the city. A tenant moved out of a house belonging to him, a day or two since, and he had thirty-five applications for it immediately.

### NOTES FROM DAYTON, W. T.

DAYTON, W. T., July 28, 1888.

George Single has gone to Salem on business.

Judge C. B. Whitman of Walla Walla was in town last Tuesday.

Miss Nannie Rainwater has returned from a visit to Walla Walla.

Maj. J. A. Warwick, who has been in Colfax on business, has returned.

L. L. Day, after a few days' visit, has returned to his home in Portland.

The National Bank of Dayton is being ornamented with a new coat of paint.

The Columbia *Chronicle* is out strong for Hon. John B. Allen as delegate to congress.

C. M. Fouts of The Dalles is visiting his brother, W. H. H. Fouts, Esq., of this city.

Mrs. D. W. Vaughn and Mrs. S. Cole have returned from a protracted visit to Sprague.

Last night Jesse Hearn, aged 20 years, died at his mother's residence of consumption.

C. W. Pullett of Portland spent several days with us during the fore part of the week.

Dayton will soon have a fine hotel. Arrangements have been partially made for same.

Plans and specifications are drawn for a pavilion, to be built by the agricultural society.

J. W. Deyoe has purchased the street-sprinkler from Joe Smith, and is keeping down the dirt in fine shape.

The first load of new wheat of the season was brought to town last week and sold to the flour mill for 50 cents per bushel.

Last Monday the freight train ran into some horses near Long's stattion, killing one and injuring others so badly that they had to be killed. The O. R. & N. Co. may have to pay pretty well for them.

A report has just reached the city that a man named Paul, living some twelve miles from here, had four ribs broken by being thrown from a loaded hay wagon to the ground. Cause, a defective brake.

The *Islander* is authority for stating that the evil passenger train between this city and Wallula will soon be abandoned. We will then have the slow, tiresome, dusty freight train only to rely on. Too bad.

It now transpires that the young son of Rev. Hamilton, whom your correspondent telegraphed had been killed by being thrown from a horse, was not killed but sustained a concussion of the brain, and being found unconscious, the messenger thought him dead—and so reported. He is again about, though quite sore. Boys become too reckless, and it is more than strange that there are not more accidents.

Last evening there was a lively time in the council chamber. Last week the council passed an ordinance preventing the running of cows at large within the city limits. Petitions pro and con were circulated, both of which were quite numerously signed. However, the petitioners against the passage of such an ordinance being the more numerous, the mayor, considering all the points and objections, promptly vetoed it. At a special meeting held by the council last evening, a vote was taken, which resulted 6 for and 1 against the passage, and thus it became an ordinance. The opposite faction are quite bitter, and considerable chin music may be heard on all sides concerning it. There is some talk now of taking the case into the courts.


### F. H. PAGE & CO.

**Portland's Leading Commission House.**

F. H. Page & Co., located at the corner of Front and Washington streets, have an extraordinary lot of work to perform just at this season of the year. They handle a very large percentage of the fruit crop of Oregon and Washington territory, as also a great portion of that shipped here from California and the tropical fruits imported to this market. They are sending carloads in every direction. They also handle produce of every kind. Their enterprise has overcome all difficulties attending the establishment of trade relations with remote districts and there is not a section from the coast line east to Chicago with which they do not deal more or less. The firm of F. H. Page & Co. was the first to find a market east of the Missouri river for our surplus fruits, which market now takes vast quantities of Oregon's delicious productions. The farmers and fruit-growers of the Northwest as well as the merchants and business men of all sections who are dealers in these productions have learned that there is no more reliable firm in the business than F. H. Page & Co., and their influence and patronage is wide-reaching accordingly. This house has facilities and trade relations which enables them to control a large part of the fruit and produce commission business, and it is universally acknowledged that the business could not have fallen into better hands or given to men better qualified by experience and judgment to successfully handle this important branch of Oregon's commerce. Their trade in all the mining sections of Oregon, Washington territory, Montana, Idaho and Dakota has been greatly augmented this season, showing plainly that their record for fair dealing is known far and near.

### Z. S. KAUFMAN & CO.,

**The Leading Spokane Falls Real Estate Dealers.**

The real estate firm of Z. S. Kaufman & Co. of Spokane Falls are one of the leading business firms of the city. They have been in business in Spokane since the time when that now flourishing city was but a village. We present on another page an engraving of the residence of Z. S. Kaufman, the senior member of the firm. This handsome residence is located on the north side of the river on the high and sightly ground which adds so much to the attractiveness of that side of the river. Recently this firm platted that beautiful piece of property known as Ross Park, which is now on the market and selling rapidly. Of all the beautiful sites near the city, Ross Park is undoubtedly the loveliest. It is being rapidly improved, and is destined to become a place of elegant and attractive homes.

**The Bank of Spokane Falls.**

The Bank of Spokane Falls is the first bank established in that city. It opened its doors for business in 1879, with a large capital, since which time it has been one of the leading factors in the up-building of the place and sustaining the credit of the city abroad. Hon. A. M. Cannon, its president and founder, has shown himself a man of remarkable business ability and foresight. He has been foremost in all enterprises which tended toward the development of the resources of the tributary country, or the advancement of the city's interests. To his energy, coupled with his loyalty and faith in Spokane Falls, is largely due the wonderful prosperity of many of the city's flourishing institutions. He has ever stood ready to take part in or aid with influence or means every enterprise for the good of Spokane Falls, and is largely interested in many of its enterprises.

**Spokane Falls Cable Railway.**

There is now under construction in Spokane falls a cable railway line, beginning on the North side of the river opposite the business center, and to extend northward to the fair grounds. This rapidly growing section of the city is attracting much attention, and gives promise of large patronage for a road of this kind. The enterprise of building this road is largely due to the efforts of Mr. F. R. Moore, who is certainly one of the most energetic of Spokane's pushing citizens.

**The First National Bank of Spokane Falls.**

Among the solid financial institutions of Spokane Falls the First National bank stands for a record of solidity and strength which speaks volumes for the vast resources and available capital for the conduct of business in that rapidly growing city. It is one of the oldest banks of the city and the first national bank established in the city, as well as the first in the territory of Washington.

California alone will take the entire present out-put of coal shipped from Seattle, Oregon also looks to Seattle for supplies. Alaska calls also for her supply. Send to Eshelman, Llewellyn & Co. for printed statistics and facts about Seattle.

A. A. Newbery & Co., real estate agents of Spokane Falls, kindly contributed the map accompanying this issue, showing the farming, grazing, timber and mining lands of the country tributary to the City by the Falls.

Purchasers from the East and return your stopping-off checks at Washington, Idaho & Montana Railway office Northern Pacific Railroad.

Use Ross Pills.


## THE CLACKAMAS HATCHERY.

### Nearly 10,000,000 Fish to be Turned in the River this Year.

Improvements Made Since Prof. Livingston Stone Assumed Charge—Over 6000 Fish in Sight in the River.

For nearly a month the salmon hatchery on the Clackamas river has been operated under the direction of the United States fish commission, which received it from the state fish commission July 1. The transfer was made in accordance with an act of congress appropriating $16,000 for building and equipping a salmon breeding station in the basin of the Columbia river. Col. McDonald, chief of the commission at Washington preferred to take hold of the Clackamas station rather than build a new one, and notified Mr. Livingston Stone, the commissioner in charge of the Pacific coast division, of his preferences. Mr. Stone at once begun negotiations looking towards securing possession of the hatchery, and induced the Oregon & Washington Fish Propagating Company, and the state fish commission, the owner and lessee of it, respectively, to turn it over and give the United States a perpetual deed to it. This was done on condition that the state be reimbursed for expenditures made during its stewardship. Of the $10,000 appropriated, it received $5800, $3000 goes for the salary and traveling and personal expenditures of Mr. Stone, and the remainder will be consumed in making improvements.

IMPROVING THE STATION.

Prof. Stone, who accepted the hatchery in behalf of the United States commission, immediately put a force of men to work touching up the buildings and grounds, and the sound of the hammer and saw and the dull swash of the paint brush are predominant about the premises. During the brief time that he has been in charge the different buildings have been repaired, renovated and painted, or whitewashed, a new bridge has been built across Clear creek, and a number of minor improvements and alterations have been made. Any thing required to put the hatchery in order will not be overlooked as long as there is something left of the appropriation, which is thought to be sufficient for all wants.

RETURNS TO OLD STAMPING GROUNDS.

Prof. Stone in assuming control of the hatchery simply returns to old stamping grounds, for it was he who located and selected the site and superintended the construction of the buildings for the Oregon and Washington Fish Propagating Company eleven years ago. He was satisfied that the location was a good one; all the essentials necessary in the operation of a hatchery—fish and water—being present in abundance; but thinking that a better one might possibly be found, he hired an Indian guide and went up the Clackamas river twenty-five miles, and returned without realizing his expectations. Where the station now is was at that time a dense forest of fir, and the work of clearing began. The promoters of the enterprise spent $15,000 in building the hatchery, and operating it for one year. Soon after the propagating company turned it over to the state fish commission, which spent $5300 on it building a dam, a rack, and improving the condition of the place.

A PICTURESQUE LOCATION.

The station is situated in a delightful bit of the woods at the junction of Clackamas river and Clear creek, about four and a half miles east of Clackamas station, five miles from where the Clackamas disembogues its waves in the Willamette's bosom and fourteen miles from Portland. Here and there the ground swells to picturesque eminences crowned with heavy timber. Plateaus bound it on two sides, a forest on the third and the Clackamas river on the other. There are several buildings, including the superintendant's residence, hatching house, mess house, second barn, etc. In all about fifteen acres are occupied.

Prof. Stone is very kind to the newspaper reporters and likes to see them come around and take items. After taking charge he extended a general invitation to them to visit the place and the other day an OREGONIAN reporter availed himself of his kindness, and accordingly. When the train arrived at Clackamas station a team was waiting and a sharp drive of an hour over a somewhat rocky road landed the reporter at the hatchery.

Prof. Stone took THE OREGONIAN man all over the grounds and showed him everything. A walk of a quarter of a mile through a pretty piece of wood to a ravine where a dozen or more boys were busy with maple, fir and cedar brought them to the dam on Clear creek, whence runs a flume to the hatchery. Three attempts were made to build a dam and $4000 was spent before any success was achieved. The first one was washed away, owing to the failure to find bed rock. The second one was damaged considerably and the present dam which was built on its site is very substantial and is supposed to rest on bedrock.

SIX THOUSAND SALMON IN SIGHT.

Cutting through the timber, over logs, rivulets and minor obstructions another quarter of a mile, the professor and the reporter arrived at the rack made of heavy, parallel wooden rails driven obliquely into the river bed, which marks the point beyond which no salmon shall ascend except he is small enough to squeeze through the wickets. It is built from one bank of the river to the other, across the end of an island, or rather a big gravel bar which has formed in the river at this point.

The sight to be seen here is worth traveling miles to see. In the immediate vicinity there had gathered 6000 salmon of an average weight of twenty-five pounds, or 150,000 pounds all told. Right at the rack were about 3000 and were so thick in the water that the bottom of the river, which is six feet deep, could not be seen.

There were big salmon; little salmon and salmon of all sizes and descriptions, and they had ascended the Clackamas river so far in search of a spawning ground, only to find that a government barrier impeded further progress. All had tried to make the passage, rack or no rack, and nine out of ten bore some mark of the conflicts with the wickets. Some had only slight bruises, a scratch on the snout or such thing, while a majority of them were badly scarred, and not a few had literally dashed their heads to pieces and lost their eyes in the vain endeavor to march on. One big fellow, who must have weighed fifty pounds, prepared himself like a boy for a jump, and made a ferocious rush at the rack, which he struck with great force, battering his head. The recoil threw him out of the water and high into the air, and when he again reached the water he covered space like an arrow shot from a strong bow. There were lots of others that took his place, none seeming a bit discouraged because one got a battered head. All seemed to be after the same medicine, and vacancies in the line were quickly filled.

THE RACK THREATENED.

A few settlers who live along the Clackamas above the station have complained bitterly against the rack, and several of them have threatened to demolish it, claiming that it shuts off their supply of fish. In consequence of this threat Prof. Stone detailed a watchman to guard it. He sleeps in a hut within a few feet of one end of the rack, and should any intruders put in an appearance they will be warmly welcomed.

VIEW FROM THE PLATEAU.

Crossing the foot path on the rack, a steep, winding path leading up a hill was followed until a plateau on the opposite side of the river was reached. It is the ideal plateau of the geographies, which depicts gaudily greased and painted Indians on the high bank of a river, surveilling the movements of the white settlers on the level ground below. From this plateau considerable of the course of the river and the surrounding country is in view. Across the river in the lowland is the hatching station, with its American flag fluttering in the breeze, bearing every resemblance to a frontier military post.

Immediately below, in the river, is the grandest sight of all. Every one of the 6000 fish can be seen, drawn up in battalions and regiments of 500 to 1000 like soldiers in battle array. The scene is indeed quite suggestive of an ensanguine field, the object of each engaged in a fruitless effort to pass the rack representing the actual fighters, and the schools behind, awaiting their turn at blood spilling, the reserve corps.

THE HATCHING HOUSE.

A brawny, little, sandy-complexioned man, who answered to the name of Jim, rowed Prof. Stone and the reporter back to the other side of the river, where they made a tour of the hatchery building. It is a story and a half frame structure, 100x40 feet, and contains a large water tank and forty-eight hatching troughs, each sixteen feet long. The flume is lined with asphaltum varnish, and conducts the water from Clear creek, discharging into a tank in the west end of the building. The water before being turned into the troughs receives two filtrations.

Each one of the troughs will hold 500,000 eggs, or 6,000,000 in all, and additional troughs of a capacity of 1,000,000 will be put in. Beside the hatching-house a tent 60x80 feet, containing forty troughs, to accommodate 5,000,000 eggs, will be used this season.

THE HATCHING PROCESS.

But few understand the details of the hatching process. In the sides of the troughs are grooves into which fit metallic partitions, thus dividing them into sections a little over two feet long. Two of the partitions are placed close together, one resting on the bed of the trough and the other about an inch above. In this way the water is forced over the top of one, into the small space created by the closeness of the partitions and out under the other, which rests above the bed. Into the two-foot sections of the trough and resting on cleats in the bottom fits a wire basket, dipped in asphaltum varnish, in which the eggs are deposited when the hatching is in progress. The arrangement of the partitions gives the water good circulation through the eggs and materially aids the hatching; otherwise half the eggs would perish, as if in stagnant water. The time required in hatching depends entirely upon the temperature of the water. Hatching can be done in fifty days with water of 50 degrees temperature.

THIS YEAR'S OUTPUT.

"How many young fish do you intend to turn into the river between now and January 1?" asked the reporter of Prof. Stone, at the conclusion of the investigation.

"Between 8,000,000 and 10,000,000. This year about 1,000,000 or 1,500,000 fish were hatched, and in no previous year since the establishment of the hatchery has a larger number been turned in. We will commence stripping early in August. It was the intention to begin August 1, but the fish are not ripe yet. About a week ago we took out about thirty or forty fish, stripped them and found they were not in condition.

VALUE OF ARTIFICIAL PROPAGATION.

"What has been your observation regarding hatcheries; do they increase the supply of salmon in a river?"

"Generally the run is improved. Here is an extract from a bulletin by Chas. W. Smiley on the influence of artificial propagation upon production, illustrated by the salmon work of the Sacramento river. It is understood that about four years are required for salmon to mature. I would therefore place the yield of 1877 opposite the planting of 1873, and so on. For four successive years the yield has been nearly double the yields of the years preceding the artificial propgation which commenced in 1873. This appears to have resulted from annually planting about 2,000,000 fry. The planting of 600,000 fry in 1873-4 seems a time ago the propagating company turned it over to the state fish commission, which spent $5300 on it building a dam, a rack, and improving the condition of the place.

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"Generally the run is improved. Here is an extract from a bulletin by Chas. W. Smiley on the influence of artificial propagation upon production, illustrated by the salmon work of the Sacramento river. It is understood that about four years are required for salmon to mature. I would therefore place the yield of 1877 opposite the planting of 1873, and so on. For four successive years the yield has been nearly double the yields of the years preceding the artificial propgation which commenced in 1873. This appears to have resulted from annually planting about 2,000,000 fry. The planting of 600,000 fry in 1873-4 seems a time ago the propagating company turned it over to the state fish commission, which spent $5300 on it building a dam, a rack, and improving the condition of the place.

A PICTURESQUE LOCATION.

The station is situated in a delightful bit of the woods at the junction of Clackamas river and Clear creek, about four and a half miles east of Clackamas station, five miles from where the Clackamas disembogues its waves in the Willamette's bosom and fourteen miles from Portland. Here and there the ground swells to picturesque eminences crowned with heavy timber. Plateaus bound it on two sides, a forest on the third and the Clackamas river on the other. There are several buildings, including the superintendant's residence, hatching house, mess house, second barn, etc. In all about fifteen acres are occupied.

Prof. Stone is very kind to the newspaper reporters and likes to see them come around and take items. After taking charge he extended a general invitation to them to visit the place and the other day an OREGONIAN reporter availed himself of his kindness, and accordingly. When the train arrived at Clackamas station a team was waiting and a sharp drive of an hour over a somewhat rocky road landed the reporter at the hatchery.

Prof. Stone took THE OREGONIAN man all over the grounds and showed him everything. A walk of a quarter of a mile through a pretty piece of wood to a ravine where a dozen or more boys were busy with maple, fir and cedar brought them to the dam on Clear creek, whence runs a flume to the hatchery. Three attempts were made to build a dam and $4000 was spent before any success was achieved. The first one was washed away, owing to the failure to find bed rock. The second one was damaged considerably and the present dam which was built on its site is very substantial and is supposed to rest on bedrock.

SIX THOUSAND SALMON IN SIGHT.

Cutting through the timber, over logs, rivulets and minor obstructions another quarter of a mile, the professor and the reporter arrived at the rack made of heavy, parallel wooden rails driven obliquely into the river bed, which marks the point beyond which no salmon shall ascend except he is small enough to squeeze through the wickets. It is built from one bank of the river to the other, across the end of an island, or rather a big gravel bar which has formed in the river at this point.

The sight to be seen here is worth traveling miles to see. In the immediate vicinity there had gathered 6000 salmon of an average weight of twenty-five pounds, or 150,000 pounds all told. Right at the rack were about 3000 and were so thick in the water that the bottom of the river, which is six feet deep, could not be seen.

There were big salmon; little salmon and salmon of all sizes and descriptions, and they had ascended the Clackamas river so far in search of a spawning ground, only to find that a government barrier impeded further progress. All had tried to make the passage, rack or no rack, and nine out of ten bore some mark of the conflicts with the wickets. Some had only slight bruises, a scratch on the snout or such thing, while a majority of them were badly scarred, and not a few had literally dashed their heads to pieces and lost their eyes in the vain endeavor to march on. One big fellow, who must have weighed fifty pounds, prepared himself like a boy for a jump, and made a ferocious rush at the rack, which he struck with great force, battering his head. The recoil threw him out of the water and high into the air, and when he again reached the water he covered space like an arrow shot from a strong bow. There were lots of others that took his place, none seeming a bit discouraged because one got a battered head. All seemed to be after the same medicine, and vacancies in the line were quickly filled.

THE RACK THREATENED.

A few settlers who live along the Clackamas above the station have complained bitterly against the rack, and several of them have threatened to demolish it, claiming that it shuts off their supply of fish. In consequence of this threat Prof. Stone detailed a watchman to guard it. He sleeps in a hut within a few feet of one end of the rack, and should any intruders put in an appearance they will be warmly welcomed.

VIEW FROM THE PLATEAU.

Crossing the foot path on the rack, a steep, winding path leading up a hill was followed until a plateau on the opposite side of the river was reached. It is the ideal plateau of the geographies, which depicts gaudily greased and painted Indians on the high bank of a river, surveilling the movements of the white settlers on the level ground below. From this plateau considerable of the course of the river and the surrounding country is in view. Across the river in the lowland is the hatching station, with its American flag fluttering in the breeze, bearing every resemblance to a frontier military post.

Immediately below, in the river, is the grandest sight of all. Every one of the 6000 fish can be seen, drawn up in battalions and regiments of 500 to 1000 like soldiers in battle array. The scene is indeed quite suggestive of an ensanguine field, the object of each engaged in a fruitless effort to pass the rack representing the actual fighters, and the


Union Ticket office, corner First and Oak streets Oregon Railway & Navigation Company, Union Pacific Railway, Northern Pacific Railway, Oregon Short Line, Pullman reservations made for Northern Pacific and Oregon Short Line. O. R. Eaglan, Ticket agent, Portland, Oregon.

Use Ross Pills.


## THAT O. R. & N. INJUNCTION.

### Notice of the Restraining Order Has Not Yet Arrived.

The Work of Construction Still in Progress—A Recent Significant Interview With Vice-President Harris Recalled.

The report telegraphed to THE OREGONIAN from New York to the effect that a temporary injunction had been issued by Judge VanBrunt of the supreme court, restraining the Oregon Railway & Navigation Company, its officers and agents, from building branch lines, is understood in this city to be not so much for the protection of the few stockholders who are prosecuting the suit, as in the interests of the Northern Pacific Railroad Company. It is well known that notwithstanding the latter company's energetic efforts in the construction of branch roads and in the extension of those already constructed, the extensions now being made by the Oregon Railway and Navigation Company are such that the country naturally tributary to the Northern Pacific will be tapped, and will very decidedly interfere with the Northern Pacific's traffic. The most significant result which will follow upon the completion of the O. R. & N. Co.'s extensions is that Portland will have a direct line of road into the very heart of the Coeur d'Alene mining region as well as into the great wheat growing Palouse country. This will involve the diversion to Portland of traffic which otherwise would be directed to Puget sound, or if sent to Portland, it would be subject to the charges made by the Northern Pacific for the haul from Palouse Junction to Wallula. This is suggestive of the interest the Northern Pacific Company naturally will manifest in the prosecution of the suit.

The fact that the work of constructing the extensions has been in progress for about one month, and the further fact that the bridge across the Snake river at Riparia is about completed, has caused many to remark that the anxiety of the plaintiffs in the present injunction proceedings was rather slow about developing itself. It is also a subject of remark that the application for the injunction was not made in the courts here instead of in New York city. The work of construction is still in progress.

A gentleman who has a tenacious memory recalled a recent interview with Vice-President Harris, of the Northern Pacific. The interview appears to have been prepared and approved by Mr. Harris. Among other things, the following question and answer appeared in that interview:

Reporter—Do you think that the breaking up of the joint lease arrangement—for such it seems to be—will tend to benefit the Northern Pacific Railroad Company and the city of Tacoma and the Sound country generally?

Mr. Oakes—That is a question which it is not easy to answer. Future developments will largely depend on the action of the people of Portland. If Portland continues to repel the Northern Pacific railroad and use every effort to exclude our company from its natural share of the business of Portland, the company is a matter of course will be compelled to retaliate; it will be forced as a measure of self defense to concentrate its efforts to the development of this point, and to draw all the business it can to it. We are in a good position to do this.

Considering the fact that the Northern Pacific Company is making every exertion to reach the very districts into which the O. R. & N. Company's system is being extended, the motive for the retaliation which Mr. Harris speaks of is not indistinct. He claims to be "in a good position to do" some things. Is this all one evidence of the policy that is to be pursued by that company?

Mr. C. A. Dolph, who is so prominently identified with the Oregon Railway & Navigation Company, and the several corporations who are directly and indirectly connected with it, was called upon by an OREGONIAN reporter and interviewed relative to the temporary injunction.

"Will you state why the injunction was applied for, or upon what grounds it was granted?" was asked him.

"I have received no information whatever regarding any litigation in New York. If any injunction has been served upon any officer of the Oregon Railway & Navigation Company I have not been advised of it. All I know about the application, or of the granting of it, is simply what I have read in THE OREGONIAN. I have been expecting some news from New York, but as yet have received nothing with special reference to this injunction suit. My relations as attorney and stockholder in the Oregon Railway & Navigation Company and other corporations, places me in a position that I would desire to enter into a detailed statement of the reasons why the application was made, and the grounds on which it was granted at the present juncture of affairs. But," added Mr. Dolph, "all I can say at present is that I have as yet received no official notification of such action, though I can not say how soon we may."

### NEWSPAPER STUFF.

**Admitting the Soft Impeachament.**
New York Sun.

Barber (to customer whose face looks as though it had undergone several surgical operations)—The man who shaved you last must have been a fool.

Customer—He was. I shaved myself.

**Family Decreasing.**
New York Sun.

Robinson—How big a family have you got now, Smith?

Smith—Two girls and a part of a boy.

Robinson—Part of a boy?

Smith—Yes; Fourth of July, you know.

**A Fortunate Occurrence.**
Nebraska State Journal.

Patron—Waiter, how's this?

"How's what?"

"I found this cigar-holder in the soup."

"Well, well! I am glad of that. I've been hunting for the hanged thing an hour.

**A Wise Bride.**
Harper's Bazar.

Groom (to bride—they are waiting for the minister)—Hadn't I better skip out and see what is the matter, my dear? The minister should have been here twenty minutes ago.

Bride—No, George; you stay right where you are.

**Mooning and Spooning.**
New York Sun.

"Are you admiring the new moon, Miss Clara?" he said, as he came softly up from the gate.

"Yes, Mr. Sampson. I have been gazing at it so long that my neck fairly aches."

"You shouldn't try to look at it alone," he said tenderly, and then he sat down and divided the labor.

**The Minister's Little Boy.**
Troy Times.

The small son of a Baptist clergyman recently had his first pair of boots. They were somewhat hard to get on, and he tugged and stamped and twisted for some time before they were where they should be. "My goodness, mamma! Didn't they go on hard?" he said. "I came near saying d-e-v-i-l; but, then, I remembered papa has told us we must not take the name of the Lord our God in vain."

**Poetic License.**
Time.

Youth—I've got some poetry here I'd like to have you look over.

Editor—Yes, sir. Have you got your license with you?

Youth—My license?

Editor—Yes; your poetic license.

Editor—We never look over any poetry without first seeing the poet's license. Good day.

**The "Kicker's" Vigorous Policy.**

We extract the following from the last issue of the *Arizona Kicker*:

"Our policy—Heretofore, as our readers know, the *Kicker* has almost entirely abstained from publicly criticising the evils which all know to exist under our noses. We have become tired and disgusted with ourselves for this lack of spunk, and next week we shall open a redhot campaign on

"The mayor,
"The common council,
"The fire department,
"All secret societies,
"The saloons,
"The gambling dens,
"And on various other organizations and institutions reeking with corruption.

"It will be a spicy issue. It will make more than a ton of human hair stand on end. It will make a thousand hearts thump like pile-drivers. Chicanery, deceit, hypocrisy, theft, robbery, arson and murder will be properly tagged off and the tags pinned to the right coattails.

"Order your extra copies at an early date. Advertisers should send in their copy by Saturday. Don't neglect this golden opportunity. Another may never come."

**IMPORTED CLEVELAND BUTTONS.**

**They Are Sent from England Fittingly and Signally Much.**
New York Press.

Within a few days there passed through the custom house of this port an invoice of 75,000 campaign buttons, imported from England for the democratic party. They have on their face the name of G. Cleveland.

Where else but in England should the free trade party order their badges made? Surely America must not expect to make the badges for a party whose interests are centered abroad, even if they are to be used in a campaign out of which shall arise an American president.

Ages ago a proud potentate in the far East, desirous of perpetuating the memory of an illust

Kane Falls has earned the title of ... lis of the Inland Empire."

## SPOKANE'S TRADE RELA...

### THE INLAND EMPIRE, AND WHY TO ... SPOKANE AS ITS CENTER.

It is one thing for a city to be ... the midst of a prosperous country, ... quite another thing to secure the ... or keep upon that country's patronage. ... proximity is not always a consideration. Trade relations are ... a combination of influences. ... ing fictitious about these influ... move in the light of their interest. ... business of a city to be the purchasing ... which the producers want to sell, ... to supply all his demands. Superior ... ments offered the producer or consumer ... other remoter cities may be more ... counter-balanced by the convenient ... cheapness of access to and from ... mote distributing point.

Spokane's prestige as a source of ... and as a market has been won in the ... teeth of strong, persistent and active ... tion. Such victories are not ... where there is no relaxation of ... kane is a buyer of every kind of ... raised in the inland empire. Spokane ... supply every want of the people. ... has been an influential participant ... work of developing the country. ... farmer, the miner, the lumberman, the ... merchant in the entire country around ... Spokane feel loyal to the city. They ... all are sympathetic. Spokane is re... ... tive of the spirit, the courage and ... an independence of the people. ...

### TRADE CONDITIONS.

Probably the most significant ... nection with the conditions surrounding ... growth and development of Spokane's ... relations depends, is that notwithstanding ... the immense scope and value of the ... now enjoyed, it is manifest to even a ... superficial observer that not only do ... increased facilities now in course of ... ment indicate beyond question an ... and enormous extension of these ... but proposed facilities will in the ... time bring about an even greater ... Evidences present themselves on ... showing that Spokane is but ... gateway of prosperity. And ... even under what must be confessedly ... ted conditions has in eight years ... from a village of 100 inhabitants to a ... over 15,000 inhabitants. The ... trade has increased from a scanty ... more than $5,000,000. The sum paid ... roads for freight has increased from ... when six years ago the first train ... the city, to $1,000,000 during the ... not to consider the remarkable increase ... ing the present year. Where ... ago Spokane had no railroad at all, ... has direct communication with all ... with Puget Sound, Portland, Or., ... d'Alene mining region and the ... Palouse agricultural country. ... least three other great railroads ... the gate of the city. If this marvelous ... accomplished during the last seven ... what limit can be placed upon future ... opments?

### A SELF-SUSTAINING COUNTRY.

The Inland Empire is self-sustaining ... that peculiar sense that if it was cut ... irely from the outside world no one ... want of the people would go unsupplied. ... produces millions of bushels of wheat, ... ing plains feed a multitude of cattle ... and horses. Its mountains contain ... coal, and are clothed in forests of ... timber, and if the people wanted ... on furs and have a fur ... money standard, they could ... into the mountains and extract the ... ure of gold and silver. To ... farmer would go to Spokane to ... wheat ground into flour. He would ... his wool to Spokane to ... rainment with which to clothe ... woolen mills are not difficult to build. ... lumber man would float his logs to ... to have them cut into lumber, and the ... would bring his gold to Spokane ... something he doesn't produce.

The people would all go to Spokane ... cause they could do so more cheaply ... than to go elsewhere; because the ... and other transportation facilities ... there; because they can there sell ... they have for sale, and buy what they ... to buy; because by going there ... directly within economic conditions ... ting of the least number of middlemen ... cause by going there all their wants ... supplied, and because by going there ... will always come in contact with the ... mighty fine class of people. Some ... this gained of the inducements which ... the people in the Inland Empire ... great many other people because ... upon Spokane Falls as the metropolis ... middle Northwest. This will be understood after the relations of ... with its vast tributary country are ... particularly indicated. The ... are not forced. They always ... development wherever they exist. ... tude of Spokane is not that of a tyrant ... ing, "You must buy of me," but is ... that of a strong and sympathetic friend ... ing, "Let us help each other." ... spirit has won the good will of its ... tributary country.

### SPOKANE AS A CONSUMER.

To sustain a population of more ... 15,000 people, as well as a very large ... population, requires an immense amount ... supplies. Every product of the country ... in demand and the producer and consumer ... come directly in contact with each other, ... their mutual advantage. Farmers ... the advantage of prices established by ... lation to the cost of produce shipped to ... remote points of supply. Fruits of ... kinds, the growing of which is so rapidly ... coming a feature in the Palouse and ... Bend countries, find unlimited and ... ready sale. The growing of vegetables for ... ment has also been greatly encouraged.

It is unnecessary, of course, to go into ... detailed statement of this feature of Spokane's trade relations, excepting to say ... that these relations are the natural result ... the gradual development of the country ... and have been the primary cause of the ... struction of increased transportation facilities, and that once these facilities were established the increased volume of trade ... the agricultural districts fell into ... larged already established trade channels. ... For a long time Spokane suffered from ... having special freight rates, but since ... ing special freight rates over the Northern ... Spokane has been able to command ... of prices the trade of the interior. ... new departures in business were made possible. Spokane as a consuming center ... tracted local trade from a more extended ... district, and in consequence direct and ... trade relations were established in ... extending to remote sub-distributing ...

### WHY SPOKANE CAN HOLD ITS TRADE.

The main reason why Spokane can ... tain a firm grasp on the trade of a ... and wealthy country is the fact that it ... possesses the required trade facilities. ... the inquirer will take any recently ... map (and it will have to be a very recent ... to show all the new developments) it ... possible to indicate the character and ... of these facilities. The latter extend in ... directions, and are rapidly being ... Observe that the Northern Pacific ... is to all intents and purposes, so far as ... local trade of Spokane is concerned, ... roads. For probably 150 miles ... Spokane it drains a valuable ... country. The same is true of the ... of Spokane. The road may be ... as being two railroads, one leaving ... remotest western point on the line ... of Spokane, and the other the ...

...are point. In some respects the trade likely ... extend farther east than west. This is true ... of the flour and lumber trade.

The Spokane and Palouse railroad is now ... completed a distance of one hundred and ... five miles from Spokane to Genesee, Idaho, ... running through the very heart of the ... Palouse wheat-growing region. Within the ... last ten days it was announced that the road ... would be immediately extended to the ... Clearwater river, thus making tributary to ... Spokane a producing district which has always ... heretofore done business elsewhere.

### AN IMMENSE COUNTRY DRAINED.

With reference to this remarkable producing ... district it would be presenting only half ... the truth to mention only the Spokane and ... Palouse road, although the latter is the only ... one yet completely in operation and connected ... with Spokane Falls. The Oregon Railway & ... Navigation Company's system of railroads ... extend not only through the Palouse country ... but also through the Walla Walla and ... Eastern Washington agricultural districts. It ... will be only a short time until this system is ... extended to Spokane, as work is now in ... progress on the connecting link between ... Farmington and the city. By these two ... railroads and the Northern Pacific west of ... Spokane, every town of importance within ... an area of 20,000 square miles will enjoy direct ... communication with Spokane, the word ... direct being intended in a special enlarged ... sense, namely, that the towns within the district ... indicated will be closer to Spokane ... than to any of the cities along the coast.

In another part of the present article is a ... list of the leading towns north of Snake river ... which will be tributary to Spokane. The ... completion of the Oregon Railway & Navigation ... Company's system to Spokane will open ... up a much more populous section south of ... the Snake river.

### A NEW DISTRICT OPENED.

The trade relations with the country south ... of the Snake river are, as yet, limited, because ... of the absence of direct communication ... with it. But as already explained this ... district will be opened up to the competitive ... efforts of Spokane business men in a ... very short time. There appears to be no ... reason why Spokane should not command ... the trade of this newly opened district, that ... is newly opened so far as Spokane is concerned. This district extends into Eastern ... Oregon, and once the trade there is secured, ... it will be a comparatively easy matter to extend the relations into Idaho. The same enterprise which has enabled Spokane to accomplish so much during the past seven years will not shrink from any contest for trade. Spokane business men are not accustomed to defeat.

### THE MINING REGIONS.

Spokane's trade with the mining regions is confessedly in its infancy. To be sure, with the Coeur d'Alene region the city enjoys extensive trade relations. This fact results from the transportation facilities by which direct and convenient communication was had with the mountain-environed mining towns in that region. What is true of the relations with the Coeur d'Alene region will be equally true of the other mining districts whepever railroad communication is established with them. At present the Spokane & Idaho railroad, leading to Coeur d'Alene City, a road which has just been purchased by the Northern Pacific Company, and the Northern Pacific railroad are the only roads by which Spokane's trade with the mining regions has been encouraged.

It should be remembered that it has been demonstrated by actual investigations and the consequent limited developments that the mountain districts which half encircle Spokane are full of infinite possibilities. Denver's progress dates from the year 1879, or only nine years ago. At that time Spokane Falls was a mere trading post, without manufactories, railroads, business, or much else than the conviction, which some hard-headed men would not abandon, that Spokane would eventually be a great city. In the year 1879 Denver's mining resources began to be extensively developed, and the city's prosperity was remarkable.

### RESOURCES THAT ARE PERMANENT.

There is this notable difference, however, between the resources of Denver and Spokane Falls. Those of the latter city were first agriculture and manufacturing and then the mines. The growth and development of agriculture and manufactures are necessarily slow, but the development is permanent. When the mining excitement in the vicinity of Denver lessened, there was a very considerable falling off in the trade, but the decline of mining developments in one district was followed by exciting developments in another, so that Denver's has not yet suffered from a general decline. However, should a general decline occur now, that city could safely fall back on her agricultural and manufacturing resources, together with the city's commercial relations with the middle West.

On the other hand, it was the permanent resources of Spokane chiefly which have brought to her the prestige which the city has won. Nearly the entire mining field is in reserve. Once the mining districts are all in course of development, then Spokane's progress will be phenomenal. If the references which have been made to the mining districts in the vicinity of Spokane were based upon speculation, the assurances involved in the references made to them would not be calculated to persuade the intelligent inquirer that Spokane would eventually derive extraordinary advantages from their development. But the fact is that all of these districts have been subjected to investigations which leave no room for doubt of their remarkable character. To be sure, no one is able to say the limits of these districts are thus and so, for the mining districts referred to embrace probably an area of 25,000 square miles. But enough is known to establish the character of the districts.

### WHAT IS BEING DONE.

The progress being made in the direction of extending transportation facilities into these mining districts is significant of what will be done in the future. The Spokane and Idaho railroad will be widened to a standard gauge and extended further into the Coeur d'Alene region. The Oregon Railway & Navigation Company, which is rapidly connecting itself with Spokane, is also extending its system into the Coeur d'Alene region.

The steamers on Pend d'Oreille lake and river are substantial aids to the development of the mining districts in their immediate vicinity. The proposed Spokane & Northern railroad, which beyond question, will eventually be constructed to and beyond the Colville country, shows the direction the enterprising spirit of Spokane citizens is taking. But numberless areas of country like those in the vicinity of Spokane are not developed so quickly as the people coming to this country from the East are inclined to think. To hear many talk leaves the impression that railroads are planted like rows of potatoes, and then the people stand aside and wait for the "toot" of the whistle. Railroads are built in this country no less deliberately than in the East, where some are constructed at a mighty slow rate of speed, indeed. But as it is, there are stage lines running to these as yet comparatively undeveloped mining districts, and these are rapidly becoming inadequate to the demands made upon them. Then the Manitoba road will reach Spokane through the mining region.

### THE BIG BEND COUNTRY.

The great agricultural district known as the Big Bend country, so named because of the bend in the Columbia river, has been developed to only a limited extent up to the present time, because the farmers have not been encouraged to produce much beyond their immediate wants, the distance from railroads being so great. But this district is being provided with railroads as rapidly as money and a small army of men can accomplish that result.

It will always be to the credit of Spokane Falls that her enterprising citizens within the space of a few days raised the sum of $175,000 in order to expedite the construction of the eastern end of the Seattle, Lake Shore & Eastern railway. The people in the Big Bend country naturally feel loyal to the city which has done so much for them. That this country will become tributary in every sense to Spokane is too plain a proposition to admit of doubt.

In addition to this road, the Northern Pacific has surveyed a line into the Big Bend and is now doing some work on it. It is generally believed that before many years the main line of the Northern Pacific railroad will run through the Big Bend country in order to shorten the road. This will place that agricultural region on an equality with the Palouse country, and as they are equally productive the increase in Spokane's volume of trade will be enormous.

### THE OKANOGAN MINES.

The remarkable developments in the Okanogan county mining district, sometimes called the Salmon river district, are second only to the progress made in the Coeur d'Alene region. As evidence of the rapidity with which improved transportation follows upon the heels of increased developments in any section of the country, attention is called to the steamers on the upper Columbia river. But Spokane will not have to altogether depend, in conjunction with the railroads, upon these fine steamers. Branch lines of road are promised into the mining country when the main line of road is completed.

Notwithstanding the distance of these mines from Spokane Falls, trade relations have already been established, and that is half the struggle. The bulk of the trade is carried on by means of freight wagons. The volume, even under disadvantageous conditions, is large.

One feature connected with the developments of these mining districts which will contribute very largely to the establishment of increased trade relations with them, is the fact that Spokane people are prominently identified with the mining operations. Naturally they prefer to deal with Spokane merchants. It is simply agreeable to the spirit of loyalty which is always a characteristic of the enterprise of Spokane business men.

Spokane people appreciate the advantages of unity of effort. There is nothing merely sentimental about this disposition to co-operate in the accomplishment of some result of general benefit. Business is carried on with as strict regard for strict business rules as in any other city. But once it is understood that some enterprise of public importance is needed there is a lively disposition among the business men to do their share in accomplishing the desired purpose.

### COMPETITIVE TRADE FACILITIES.

There is one more very notable feature connected with the trade facilities enjoyed by Spokane, and one which will eventually exert an extraordinary influence upon Spokane's future. That is, the fact that the city in the near future will enjoy competitive railroad transportation both to the East and West, and through the Palouse country and the agricultural regions in Northern Idaho.

Competition in the matter of transportation is the great lever of progress. Healthy competition is the life of trade. This maxim is elementary in its character. The man of the most ordinary intelligence will appreciate this significant condition upon which Spokane bases its claims to future greatness. Indeed, it will be difficult to find west of the Mississippi river any city which at the present age of the city of Spokane gave equal promise of future prosperity. No one who will carefully investigate the relations Spokane bears to its tributary country and to the existing and prospective railroad developments, can doubt the substantial character of the claims urged in favor of the city's future.

### THE ENTERPRISE OF THE PEOPLE.

#### IT IS EQUAL TO ALL EMERGENCIES AND NEVER TIRES OF EFFORT.

It is not conceivable that the development of such varied and remarkable resources and the building up, within the space of seven years, of a city of more than 15,000 inhabitants, together with the construction of railroads, public improvements and the establishment of trade relations, should have been accomplished in such a striking manner, had not the energies of the people been sympathetic and in harmony with the spirit of the influences which have brought about such extraordinary results. One can safely reason in this instance, from results to causes and the character of the causes. The people have evidenced a quickness of apprehension of the conditions of success, which is as lively as the energies thus inspired are strong and persistent. While the prosperity of the city is chiefly due to the character of its resources, yet had the people been less public spirited the development of those resources would have been less rapid and substantial. No one can acquire a just understanding of the city, its resources and its people except by investigation; and once such an investigation is prosecuted one fact will appear very clearly, namely, that there is a singular sympathy existing among the various trade relations established, the development of the resources and the efforts of the people in the numberless channels through which an ever increasing volume of business finds its way. It will appear that the development of the agricultural, lumber and mining interests go hand in hand. The consequence is the city's progress is never affected by retarding influences. The efforts are co-operative in their character.

It may be assumed, too, that anyone who studies the character of the people in the light of what has been accomplished in so short a time will readily understand that they do not neglect the cultivation of social amusements. Evidence of this is found in the large number of organizations of a social, musical and literary character, each of which adds delight to life enjoyed within the influence of such charming conditions.

Past-times which people in Eastern and middle Western cities travel long distances to enjoy, such as fishing, hunting, and the enjoyment of the remarkable scenic attractions of mountain and plain, are all found at the very gates almost of this most highly favored city. The climate is such that those who have lived in Spokane long enough to be able to form an opinion say no other could please them so well.


THE PARK & LYON MANUFACTURING CO.

38 and 35 Front Street, Portland, Oregon.

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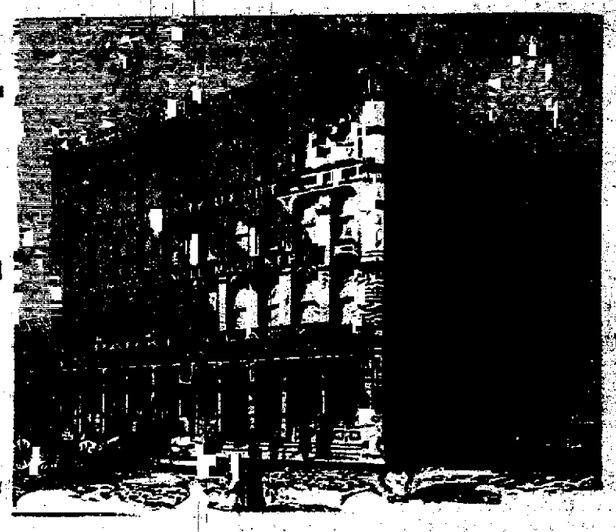

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WHO WE ARE AND WHAT WE HAVE.

CORRESPONDENCE SOLICITED.

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## AWARD OF HOUSES TO BE MADE NOVEMBER 15, 1888.

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LOCATION.—FULTON PARK, as will be seen by reference to the accompanying map, is situated on the west bank of the Willamette river, one mile south of the present southern boundary of Portland, and in the rapidly growing direction of the city. The addition consists of 370 acres, commencing at the river bank, and extending westward over a beautiful plateau, and thence along the gently rolling hills for a distance of over one and a half mile, forming one of the most delightful residence sites on the Pacific coast. The property has been artistically subdivided so as to conform to the contour of the country, and every lot has been made accessible by a system of grand boulevards and winding driveways, recently completed at a cost of over $15,000, thus giving it a feature of significance enjoyed by no other tract on the market. The view afforded from any point in FULTON PARK is one of the grandest in the world, embracing as it does at a single glance the eternal snow-capped peaks of Mount Hood, Jefferson, St. Helens and Baker, rising from 7000 to 12,000 feet above sea-level; the evergreen Cascade range and foothills; the picturesque cities of Portland and East Portland, with a combined population of 60,000; and last but not least, the beautiful Willamette river, as it gracefully winds its way between the two cities, to a point 12 miles northward, where it empties into the mighty Columbia.

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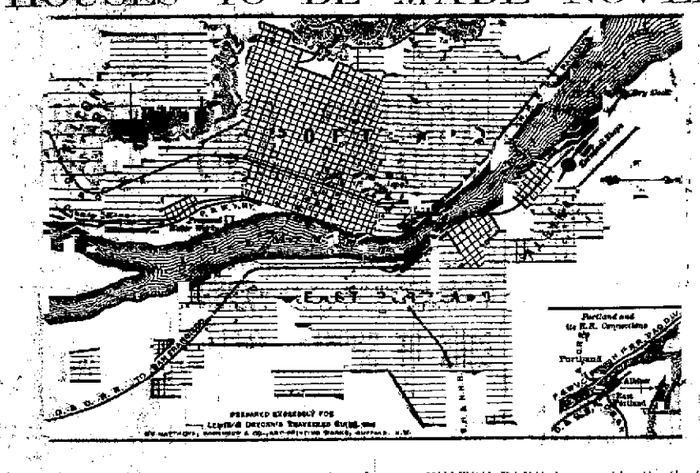


### METHOD OF AWARD.

The award of houses will take place at the Mechanics' Pavilion, at Portland, under the supervision of twelve prominent citizens, to be selected by the subscribers to the enterprise on the day of award. One of the number will act as chairman, two as clerks, and the remainder as judges. Immediately after organization a complete list of all the names of purchasers, printed on uniform sized cards, will be furnished the chairman, who will publicly announce each name before depositing it in the ballot-box. Upon the conclusion of this, a complete list of the one thousand lots, including the one hundred containing houses, which are made known in advance by the map, will be furnished the chairman, who will publicly announce each, as in the case of the name, and carefully compare each lot with the official plat before depositing them in ballot-box No. 2. A boy or girl is next selected from the audience, who, being blindfolded, shakes up the cards in each box and the proceeds to draw them out, one at a time—first a name and then a number, the former designating the ownership of the latter, both of which are announced publicly by the chairman and recorded by the clerks. Warranty Deeds will be executed without additional charge, as fast as the result is made known. Remember that there are no blanks; every purchaser secures a lot worth at present about $400, and one hundred out of the whole number secure a house and lot worth all the way from $1500 to $5,800. Lithographic maps, showing the exact design of houses as well as the lots upon which they are to be erected, can be had upon application.

(No Agents Employed.)
Reference—Merchants National Bank.

### TRANSPORTATION SYSTEM.

FULTON PARK, as shown by the accompanying map, is connected with the business center of Portland by two separate and distinct lines of railway—the Portland & Willamette Valley, narrow gauge, and the Oregon Central, a standard gauge. The former starts from the corner of Water and Jefferson streets, a very central location, and follows the west bank of the Willamette river, crossing the east end of FULTON PARK, two and a quarter miles from the starting point, or one mile south of the southern city boundary, in precisely seven minutes, thus reducing the distance in time, as compared with horse car transit, to less than one-half mile. Elegant equipped passenger trains of the narrow gauge system pass FULTON PARK station every thirty minutes, going north and south, between the hours of 6 A. M. and 10:50 P. M., and in less than three months, at the present rate of increase in travel, the service will be adjusted so as to pass there every ten minutes. The fare each way to and from FULTON PARK is only five cents, being as low as the cheapest car fare in the city. The Oregon Central railroad starts from the union depot in the north end of the city, runs south along Fourth street, making two stops for local passengers, one in the vicinity of the postoffice and the other at the south end, thence along the foothills to FULTON PARK, a point that is reached in ten minutes, thus affording residents of this beautiful suburb a choice of two routes. In addition to its excellent railroad and steamboat facilities, FULTON PARK is reached by the White house road, conceded by everybody to be the most beautiful and romantic driveway on the Pacific coast.

### TERMS, TITLE, ETC.

FULTON PARK is owned by the Southwest Portland Real Estate Company, a corporation whose directors for the ensuing year are: James Stark, C. J. McDougall, S. Julius Mayer, Joseph Simon, O. A. Malarkey and G. A. Steel; and the stockholders include many other well known citizens of Portland, who are amply able to carry out the enterprise just as advertised. It is the intention of the Company to commence work upon the houses as early as possible after the award, and push them through to completion just as fast as possible. All those securing lots entitled to houses, as shown by the colored map, can (if work has not been commenced on that particular house at the date of award) have choice of the four cottage designs shown on the map. Two of the houses will be of the Queen Anne design, costing in the neighborhood of $5000 apiece; and the balance, 98 in number, will be modern design, five-room, handfinished cottages, with bath, closets, etc., and complete in every appointment, and could not be duplicated in smaller numbers for less than $1800. The company intend to place at least one cottage on each block in the tract, thereby creating homes for 100 families, and enhancing the value of all remaining lots. The title to Fulton Park property is guaranteed to be absolutely perfect, and everything is to be carried out precisely as advertised or money will be refunded. Remittances can be sent by mail or express, as no selection of lots is made before the award. Terms—$50 down, and the balance in fourteen monthly payments of $25 each, commencing September 1st, 1888, and ending October 1st, 1889. At least $125 must be paid in by each purchaser on or before November 1st, 1888, in order to take part in the award of houses. A discount of five per cent will be allowed on full cash payments ($400), if made on or before October 1st, 1888. For lithograph maps, showing design of houses, as well as lots upon which they are to be erected and all other information, call on or address

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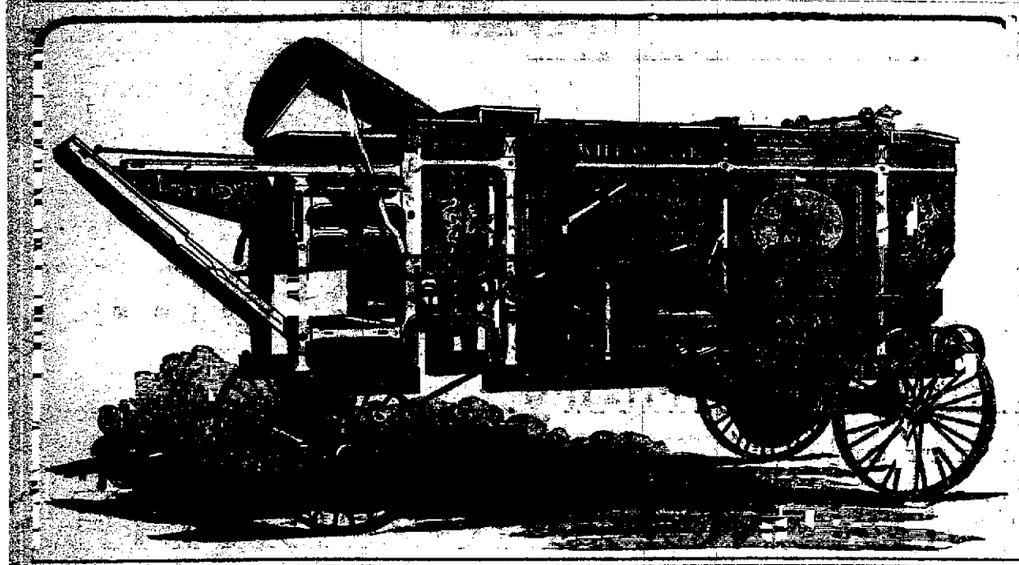

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REFERENCES: Spokane National Bank; First National Bank.

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# The Oregonian.

PORTLAND, MONDAY, JULY 30.


## COTTON AND WOOL.

The Benton *Leader*, driven to extremity as all democratic papers are to find arguments to sustain the partisan, sectional and unfair policy of tariff reduction which its party has attempted, puts forth the following:

Does it never occur to those who are inveighing against the sectional character of the Mills bill, that the staple product of the Southern states, cotton, is on the free list? Why should cotton be free and wool be taxed? Why should petition wool on the free list be deemed sectional, even if the South raised no wool, and putting cotton on the free list, as the republicans always have done, be deemed proper? Is there any reason why wool should be protected more than cotton? The truth is that cotton is a raw material, that New England has to buy and is a Southern product, and those are the reasons why it never has been protected.

It need not be supposed that the paper from which this is taken has put it forth under the supposition that it has the basis of a sound and valid argument. That paper does not need to be told that the conditions as to growing cotton and growing wool in the United States are wholly different. Our Southern states can beat the world in producing cotton, can export cotton and do export cotton to all the world's markets, and they want no tariff to protect its production. With climate and soil specially adapted to the growing of cotton, and with an abundant supply of labor, so cheap under our Southern system, as to be cheaper, in fact, than ever slave labor was, no country can beat our Southern states in production of this staple. It is astonishing to find an intelligent newspaper saying that the reason why cotton has never been protected is that cotton is a Southern product, and a product that New England has to buy, and therefore New England will not let it be protected. The actual reason is that the South doesn't want protection for cotton, because it has always been able to beat all other countries producing it. This fact has always made the South a free trade region, and to this fact is due the free trade assault now made by the South on the industries of the North. For it will be noted that the great body of the votes cast in the house for the Mills bill are Southern votes. The wool interest of the South is small; the cotton interest of the South is very large, and the South is supporting a tariff scheme that suits its industry organized on a cotton basis, with sugar and rice and adjuncts, supported by an enormous body of labor held under severe restrictions and rigorous control, and cheaper than slave labor, because the employer is not now required to consult his interest in the negro as a property, as he did under the slave system.

They who produce cotton under these conditions not only do not want protection for cotton, but do want to enforce free trade in all other directions as far as is consistent with their own general interests, of which, however, but secondary to the cotton industry. This is the basis of the Mills bill. The bill is Southern in its origin, ownership, character and purposes; and the Northern democracy, always subservient to the South, have been coerced into supporting it, as formerly they were coerced into support of the aggressions of slavery.

But, for production of wool in the United States, the conditions are wholly different from those that prevail in production of cotton. We cannot produce wool in competition with the world. We export cotton to all markets, but continually import wool. Remove the duty on wool, permit the wool of Australia and of South America to enter the country under free trade, and it is certain that our domestic flocks would rapidly disappear. Wool is a product of labor as cotton is; but, except in Texas, the labor devoted to wool-growing in the United States is on a wholly different basis from that devoted to the growing of cotton. Most of the wool-growers of the country are farmers who do their own work, or hire men at fair pay. Cotton on the other hand is cultivated under a system that beats slavery in cheapness—a fact proved by the unparalleled increase of cotton production since the war.

Cotton and wool are alike classed as "raw material," but apart from the facts already mentioned, the difference between the conditions under which they are respectively produced in the United States is great. Cotton is produced by cultivating the soil, wool by cultivating the sheep; and the assiduous labor and practical intelligence necessary for successful care of the sheep, and, therefore, for production of wool, are far in excess of the labor, attention and intelligence necessary to the production of cotton. Husbandry of sheep is a ceaseless labor. The sheep must be fed and housed through the winter and cared for the year round. The fact that with a continent before us we still fail to produce wool enough for our use shows in itself that the growing of wool is attended by labor and risk unknown in production of cotton, of which we export annually millions of bales.

Have not sufficient reasons been given in answer to the question why "wool should be protected more than cotton?" Observe, that those who speak for the democratic party are very careful not to say that they oppose the policy of protection. On the contrary they resent with indignation the charge that they favor free trade; they declare that protection must still be the policy of the country and that their party may be depended on to maintain it.

Well, then, if any industry should still be protected, why should not the wool industry be? Has it proven so extremely profitable as to demonstrate to the country that it no longer needs protection? Has the average wool-grower been pampered by production till he has become a rich monopolist from whom protection should be withdrawn? And is protection to exist hereafter only for the manufacturer and for the sugar trust?

No newspaper of Oregon, if it were not committed wholly to cotton politics and to the partisan interests that grow up around cotton politics, could advocate free trade in wool. Transportation of wool, under free trade, to the United States, would not cost one-half cent a pound; and free trade in wool would simply make the price for wool in the United States what it is in the cheap wool-growing countries of the world. The whole argument for free wool addressed by the administration to Eastern manufacturers is that free wool to them would be cheaper wool, and would enable them to make larger profits than now. Though the South produces some wool, it expects to gain more advantages under the Mills bill than it surrenders, since it saves protection for its more important products, sugar, rice, coal and iron, and moreover expects to bring the fiscal, industrial and political conditions of the country more fully into harmony with its cotton and cheap labor systems. Devotion to partisan feeling wins to this policy the approval of the spokesmen of the democratic party in Oregon; but it did not win the approval of the people of Oregon in June; and the 7400 majority against the policy then is very likely to be raised to 10,000 in November.

## SPOKANE FALLS.

The present issue of THE OREGONIAN is devoted largely to the city of Spokane Falls. This is one of the three important and rapidly growing cities of Washington territory, and, in activity, energy, enterprise and rapid growth, it is not behind its sisters.

The city of Spokane Falls is the natural business center of a large and rapidly improving country, and the natural advantages of the place have been improved, so far, to the utmost by the intelligence and enterprise of the people. We see no reason to doubt that Spokane Falls will hold permanently the rank and position it has gained, or that, as the country advances, it will grow steadily in importance. It really has no competitor, nor is it likely to have any. As a railway, agricultural, milling, mining and commercial center, Spokane Falls has attained already a fine position within a very short time, and the rapid progress the country is making assures to the city a great future.

Our illustrations of the city are, we think, the finest ever produced. The descriptive matter has been prepared with a view of setting forth the actual facts as to the progress and business of the city. No place within our knowledge has finer prospects than Spokane Falls.

## IT PAYS TO BE HONEST.

The case of Anderson and King, the express robbers, carries with it the obvious moral that it pays to be honest. There is of course a higher argument for integrity than the plea of self interest, but dropping to the level of the plea that will touch the understanding of the largest number, we repeat that it pays to be honest. So obvious is this that in a civilized community where the courts are clean and the machinery of the law is in working order nothing seems more stupid than the crimes of theft or homicide, and homicide seems even less stupid than theft, because it is possible to conceive of extenuating circumstances in a case of homicide that excite sympathy and plead for clemency, but men even of rude morality despise the more than homicide involving by that simple telling expected from any purpose of robbery. Why? Because theft is a mean, cowardly crime, which generally implies a breach of trust, ingratitude, cold-blooded duplicity and deliberate preparation for wrong-doing. Homicide may date its birth from a maddening sense of personal wrong that morbidizes a man's whole nature, so that by constant brooding upon his wrongs the man becomes a monomaniac. A man of manly nature in many directions, a man incapable of treachery to a trust, might become a murderer, but a man who stoops to theft the world justly rates as a vulger, sordid, treacherous nature, and therefore carries a long memory of his sin. There is no chance for sympathy or extenuation in case of a theft, because he does not sin from passion or sudden impulse. Of course the impulse to steal may be sudden, but most thefts require a considerable amount of time spent in thought for preparation—ample time to repent of a transient, mean impulse. A hungry man might impulsively snatch a loaf of bread, but no man, holding a financial trust, ever robs it without deliberate preparation for success. The world understands this, and therefore even the rough-ground side of the world that is charitable to the turbulent sins of the blood, feels a sincere disgust for a man whose sins are rooted in a vulgar, sordid nature, that is so destitute of manliness as to rob those who have paid him the high compliment of trusting him with their keys. An angry man, if he seeks to be insulting, never twits his adversary with murder if he can charge him with theft, because he knows the crowd despises a thief, while they may only dread a homicide.

Thoroughly stupid in the long run is all crime, and none more stupid than theft, and yet men of fair repute for brightness sometimes steal. A Harvard student, not long ago, robbed a friend of some money, and two sober, reputable young men of Springfield, Mass., entirely competent mechanics, were discovered to be makers and utterers of counterfeit coin. The psychology of sin is not easy of solution, and yet it is astonishing that a man of even mediocre intellect should not be able to see that to enter on a life of crime is simple stupidity. Let us suppose these young men had succeeded in their purpose of escaping with their plunder, they would have simply lost the only fixed capital that any man owns, his reputation; and for what? For $10,000, a sum that certainly would not pay any young man for the probable loss of liberty, the certainty of shameful loss of reputation, and the almost moral certainty of enlistment for life in the ranks of the criminal class. This $10,000 invested in business would not add any comforts to human life that would compensate for the loss of peace of mind, of self-respect, of public and private confidence; it would not compensate a man for a life of exile in Canada, or a hunted, anxious, shadowed life in America; it would not compensate him for the distress of his wife and honorable friends; for the shame that his villainy had bequeathed to his innocent children. It is true that sometimes criminals escape legal justice, but it is very rare, and it is never true that they escape retribution in some form and at some time. When Cassio, honest man, was dismissed by Othello for his part in a drunken brawl, cried "Reputation, reputation, reputation; O! I have lost my reputation; I have lost the immortal part of myself!" he simply expressed the truth that no man is poor until he parts with his only fixed capital, the public's confidence in his integrity, and that no man is rich who exchanges his reputation for stolen goods. The reply of Iago, that reputation was nothing, was the sophistry of a cynical scoundrel, who would rather have riches in hand than reputation now and forever, but every man of ingrained honesty and honor is inwardly persuaded that Cassio was right when he rated the loss of reputation as the loss of something for which no amount of stolen goods could compensate. The young men, who robbed the express company, staked the immortal part of themselves, the thing that retained is always sure to return some dividend, against the wild chance of a successful theft. How frightfully impatient of narrow circumstances must a man be who will stake honor, comfort, good name, peace of mind, the respect of friends, the confidence of employers against a desperate chance of securing and spending stolen money! If he succeeds he is never easy in mind, for he knows not when his sin will find him out; if he fails he is morally dead and destitute for the rest of his days; if he becomes a fugitive he must always remain an exile. The chances are all against him, whether he wins or loses. If he wins he has paid too dear for his stolen whistle with his reputation; if he loses he is face to face with the bottomless pit of disgrace and ruin. Not in the spirit of inhumanity; not in any desire to make wretchedness more wretched but in the strong obligation to enforce a solemn warning we repeat, "Boys, it pays to be honest." The difference between the felicity of comfort that every honest man who gets living wages enjoys, and the felicity of luxury, for which he envies the rich, is really very small; but the difference between the happiness of an humble, honest man who works hard and is proud of his trust and the misery of even a successful thief is as wide and as impassable as the gulf that divides heaven and hell.

The *Christian at Work* urges a national uniform marriage and divorce law. We quote:

Then all marriages outside of the legal requirements will be uniformly null and void, and the present easy-divorce-easy-marrying again method of to-day will be done away with.

A uniform national marriage and divorce law would be as difficult to adopt as a national prohibitory liquor law and if adopted would probably accomplish little good.

When divorce is not easy then the parties who cannot get legal freedom run away just as have Editor Moore and Actor Norton's wife of St. Louis, and proceed to enjoy illicit felicity and illegal freedom. The place to begin, if legislation can do any good in such matters, is to make hasty and unnatural marriages rather than divorces difficult. If you delay a bad marriage long enough to permit time for interference on the part of interested and influential friends sometimes you can prevent its occurrence, but when the marriage has taken place and proves on trial to be an unnatural and repulsive union then difficult divorce generally tempts the parties as with the St. Louis case into a life of open concubinage. There would still probably continue to be under a uniform marriage law breachy cattle like James Wellington Aldrich Brown, who has had twenty-one wives and who has only just landed in the Michigan penitentiary, or like Mrs. Ida Hoosted of Smithport, Pa., who is but 38 years old, and is now living with her fourteenth husband. The other thirteen husbands are all in the flesh and are all on good terms with the marrying woman. She has been legally separated from all her alliances, and was only married a few months ago to No. 14.

Among the eastern journals that have mugwumped into the democratic party is the Springfield (Mass) *Republican*. That paper naturally is doing all it can to commend the administration's policy, as embodied in the Mills bill, to the country. It says:

Now let us see what free wool would mean to all concerned. The present average protection on woolen manufactures is 68 per cent.; on raw wool the mill men have to pay 41 per cent.; so that the actual protection afforded the manufacturer is the difference between 68 and 41 per cent—27 per cent. The Mills bill, while it puts raw wool on the free list, advances the average duty on manufactured woolens from 27 to 40 per cent., and thus gives the manufacturers 13 per cent. more protection than they have under the present law.

And the *Republican* is not ashamed of this shameless proposition to take away the wool grower's share of protection, and give it to the already fully protected manufacturer! Of course it does this either through a sectional and selfish feeling, or because the democratic party is committed to the policy, and it wants the democratic party to succeed, even at the expense of equity and justice.

A New York special to the Pittsburg *Dispatch* of last Tuesday shows that the betting market is very mercurial. On Saturday a prominent banking house bet at odds of $500 to $400 in favor of Cleveland. On Monday the same house bet $6000 to $5000 in favor of Harrison. During Monday small bets were placed, some at even money and some at 7 to 6 in favor of Cleveland. The dispatch adds: "Some of the Londoners have been free with their money for the past month betting on Cleveland, but to-day, when 6 to 5 was offered them they would not accept it."

Of the Mills bill the New York *Press* says: "Yes, it is a contemptible sectional bill. It is a bill which, to reduce the revenue $5,000,000 and the customs duty 8½ cents per capita, removes the protection from a product in which 2,000,000 farmers are interested. It is a bill that retains a revenue of $58,000,000 on sugar (96⅝ cents per capita) to oblige a handful of Southern planters and at the request of the vicious sugar trust.

Dan Lamont, private secretary to the president, is a courtier. On Saturday, while Grover caught sixteen fish, Dan took care not to catch any.


### WHEN THE ENERGIES FLAG

Use Horsford's Acid Phosphate.

DR. T. C. SMITH, Charlotte, N. C., says: "It is an invaluable nervetonic, a delightful beverage, and one of the best restorers when the energies flag and the spirits droop."


One cable car road is being rapidly built in Seattle; the whole five miles will be completed by September next; the other line will be completed later on, each one five miles long. Seattle is the only city north of San Francisco having cable car roads. Eshelman, Llewellyn & Co. will tell you all about them.


Use Rose Pills.


### MEETING NOTICE.

**Hall of Industry Lodge No. 8, A. O. U. W.,** N. W. corner First and Taylor sts., meets every Monday at 8 P. M. Members, as well as all visiting brothers, are requested to be present this Monday evening without fail. T. A. STEPHENS, Recorder.

**Harmony Lodge, No. 12, A. F. & A. M.**—A special communication of this Lodge will be held in Masonic Temple this Monday evening at 7:30. Work in M. M. degree. Members and visiting brethren cordially invited. By order of the W. M.
A. S. GIBBS, Sec.

### MARRIED.

In East Portland, July 29, Joseph Hubbell and Miss Mary Sommons. New York papers please copy.


Board by meal, day, week, month, and check. Rider's MAGNOLIA, Holton House.

R. S. SCHWAB & BRO., Leading Printers. LOWEST PRICES. 5 WASHINGTON ST.

## NEW TO-DAY.

THE ORIGINAL BOYNTON FURNACE.

FOR SALE ONLY BY H. B. CHASE, NO. 9 OAK street. Sole Agent for Pacific Coast. 28jlm

S. HARRIS & CO'S
Trunks & Satchels. 49 First street

TO CLOSE OUT.

Towels, Table Linens and Napkins, away below cost, at D. PORTER & CO'S, 147 Third St.

H. H. HILDEBRAND,
Prescription Druggist, 32 and Morrison. Telephone 499. Orders by mail receive prompt attention.

SPLENDID BUSINESS CHANCE

GREAT BARGAIN—CIGAR STORE FOR $325—established 5 years; in fine location on First st. Address Merchant, care Oregonian. 29j3*

"SIMOND'S" Crescent Ground Cross-Cut Saws.

These are the best SAWS in the market. Sold by DAYTON & HALL, 194 First street, Portland. Agents for the Northwest. 10jly*d

VAGONS
AT AUCTION.

Two Good Furniture Wagons

Will be sold at Salesroom, No. 42 First st.,

MONDAY, JULY 30th,

At 10 o'clock A. M., by

GILMAN & CO., Auctioneers.

ALBINA BOAT!
CYCLONE.
F. H. SHERMAN, Master.

J. B. Montgomery's fine new steamer will be put on the route between Portland and Albina on Wednesday next, August 1st. A temporary landing has been made at the north end of Montgomery dock, while the regular landing is being built between Montgomery dock and the Sawmill. Hereunder is the

TIME-TABLE:

Leave Albina—6:20 A. M., 6:40, 7:00, 7:30, 8:00, 8:30, 9:00, 9:30, 10, 10:30, 11, 11:30, 12 M., 12:30, P. M., 1:00, 1:30, 2:00, 2:30, 3:00, 3:30, 4:00, 4:30, 5:00, 5:30, 6:00, 6:20.

Leave Portland—6:30 A. M., 6:50, 7:15, 7:45, 8:15, 8:45, 9:15, 9:45, 10:15, 10:45, 11:15, 11:45, 12:15 P. M., 12:45, 1:15, 1:45, 2:15, 2:45, 3:15, 3:45, 4:15, 4:45, 5:15, 5:45, 6:10, 6:30.

Portland Landing at the Boathouse, foot of Stark street, north side of Stark street ferry. 30jyl*3

GLENCOE PARK

Now that the motor has arrived and the car service is a certainty, those wishing to purchase Lots in this tract, which is only seven minutes' walk from the present terminus of the line, should take the earliest opportunity of looking over this property before purchasing elsewhere. These Lots are all 50x100 feet; perfectly level; no expense of clearing or grading. Photo maps and all information on application to

WADHEL, McCULLY & CO.,
11jy† 3 Morrison.

## NEW TO-DAY.

SEMI-ANNUAL REPORT

—OF THE—

Auditor and Clerk of the City of Portland

For the Half Year Ending June 30, 1888.

To the Honorable Mayor and Common Council of the City of Portland.

GENTLEMEN: I have the honor to herewith submit to you my half-yearly report, ending June 30, 1888, showing the receipts and disbursements for that period and the financial condition of the city of Portland:

GENERAL FUND.

| | | |
|---|---|---|
| Balance on hand Dec. 31, 1887 | | $ 8,168 82 |
| Received from tax roll for 1888 | | 28,750 46 |
| " " delinquent | | 134 08 |
| | | 682 50 |

Collected by Chief of Police

| | | |
|---|---|---|
| Rec'd from tax roll for 1887, delinquent | $17 60 | |
| Rec'd from tax roll for 1886, delinquent | 32 00 | |
| Rec'd from tax roll for 1884, delinquent | 8 30 | |
| | | 57 90 |
| Rec'd for use of city horses and fire d, etc | | 15 [illegible] |
| " transferred from sewer fund | | 2,084 [illegible] |
| " " street imp't fund | | 7,023 63 |
| " Portland & W. V. Ry. Co. city fees | | 8,672 87 |
| " transferred from police fund | | 4,000 00 |
| " " railroad fund | | 69 19 |
| " from S. B. Parrish costs street assessment suits | | 21 22 |
| Rec'd from R. M. Dement, police judge, fines and costs in city cases | | 2,511 00 |
| Rec'd from business licenses | | 32,123 48 |
| " " dog | | 141 00 |
| | | $89,423 82 |

CONTRA.

| | | |
|---|---|---|
| Trans'd to police fund | $ | 7,000 00 |
| " fire dept | | 3,000 00 |
| " street cleaning and sprink. fd | | 4,000 00 |
| " Pump fund | | 10,000 00 |
| " park fund | | 800 00 |
| " Willamette river fund | | 720 00 |
| " interest fund | | 2,899 38 |
| " S. street sewer fund | | 17 40 |
| " Imp't South First street fund | | 946 49 |
| | | $30,485 27 |

| | | |
|---|---|---|
| Warrants paid and returned to June 30, 1888 | $ | 28,889 80 |
| Balance in treasury June 30, 1888 | | 27,068 03 |
| | | $89,423 82 |

AUDITED CLAIMS PAID BY WARRANTS—

SALARIES.

| | |
|---|---|
| Mayor and members Common Council | 3,000 00 |
| Auditor and Clerk | 1,200 00 |
| City Surveyor | 1,200 00 |
| Superintendent of Streets | 1,200 00 |
| City Attorney | 999 96 |
| City Treasurer | 600 00 |
| Street repairer | 540 00 |
| Deputy Superintendent of Streets | 1,014 58 |
| Deputy Surveyor | 1,048 00 |
| Police Judge | 900 00 |

STREETS AND PUBLIC PROPERTY.

| | |
|---|---|
| Improvements in front of public prop | 298 40 |
| Repairs to streets and bridges | 3,092 93 |
| Sewers and cesspools | 357 04 |
| Surveyor's assistants | 2,028 75 |
| Pay to street viewers | 740 68 |
| Care of public grounds | 2,788 79 |
| Purchase of property for delinquent street assessments | 260 00 |

COUNCIL ROOMS AND OFFICES.

| | |
|---|---|
| Rent Council rooms and offices, fuel etc. | 1,702 95 |
| Stationery and blanks | 658 58 |

MISCELLANEOUS.

| | |
|---|---|
| Skidmore fountain | 66 00 |
| Advertising | 527 33 |
| Litigation | 372 45 |
| Clerk hire—Deputy Auditor | 872 92 |
| Copying assessment rolls | 119 00 |
| Printing official reports | 175 00 |
| Surveyor's instruments | 425 06 |
| Relief of certain persons | 661 82 |
| Funeral Mayor Gates | 327 15 |
| Miscellaneous | 18 80 |
| | 1,413 49 |
| Injections and contagious diseases | 126 00 |
| Electrics | 261 49 |
| Street monuments | |
| Total | $28,274 12 |
| Warrants outstanding Dec. 31, 1887 | 1,711 14 |
| | $29,975 23 |

| | | |
|---|---|---|
| Warrants paid and ret'd to June 30, 1888 | $ | 26,899 80 |
| Warrants cancelled Jan. 1, 1888 | | 3 50 |
| Warrants outstanding June 30, 1888 | | 3,081 53 |
| | | $29,985 23 |

FIRE DEPARTMENT FUND.

| | | |
|---|---|---|
| Balance in treasury Dec. 31, 1887 | | 5,344 14 |
| Rec'd from tax roll, 1888 | | 54,266 82 |
| " " delinquent | | 1,888 42 |
| " transfer from general fund | | 3,000 00 |
| | | $64,497 38 |

CONTRA.

| | | |
|---|---|---|
| Warrants paid and returned to June 30, 1888 | $ | 33,965 27 |
| Balance in treasury June 30, 1888 | | 30,532 11 |
| | | $64,497 38 |

WARRANTS DRAWN.

| | |
|---|---|
| General expenses of fire department | $ 31,585 57 |
| Outstanding warrants Dec. 31, 1887 | 3,053 78 |
| | $34,639 35 |
| Warrants paid and returned to June 30, 1888 | 33,965 27 |
| Warrants outstanding June 30, 1888 | 674 08 |
| | $34,639 35 |

POLICE DEPARTMENT FUND.

| | | |
|---|---|---|
| Balance in fund Dec. 31, 1887 | | 2,042 03 |
| Rec'd transfers from general fund | | 7,000 00 |
| " " tax roll, 1888 | | 44,108 04 |
| " " delinquent | | 1,516 47 |
| " pound fees | | 18 00 |
| | | $54,684 57 |

CONTRA.

| | |
|---|---|
| Transferred to general fund | 4,000 00 |
| Warrants paid and returned to June 30, 1888 | 24,470 09 |
| Balance in treasury June 30, 1888 | 26,214 48 |
| | $54,684 57 |

WARRANTS DRAWN.

| | |
|---|---|
| Pay of police | 23,128 85 |
| Expenditure police building | 644 62 |
| Board of prisoners | 527 88 |
| Medical attendance | 70 00 |
| Contingent expenses | 30 00 |
| Indigent sick | 295 00 |
| Warrants outstanding Dec. 31, 1887 | $24,640 85 |
| | 172 03 |
| | $24,812 88 |

| | | |
|---|---|---|
| Warrants paid and returned June 30, 1888 | $ | 24,470 09 |
| Warrants cancelled Jan. 2, 1888 | | 27 00 |
| Warrants outstanding June 30, 1888 | | 314 84 |
| | | $24,812 93 |

WILLAMETTE RIVER FUND.

| | | |
|---|---|---|
| Balance in fund Dec. 31, 1887 | $ | 16 85 |
| Received transfer from general fund | | 720 00 |
| | | $736 85 |

CONTRA.

| | | |
|---|---|---|
| Warrants paid and returned to June 30, 1888 | $ | 367 90 |
| Balance in treasury June 30, 1888 | | 368 95 |
| | | $736 85 |

WARRANTS DRAWN.

| | |
|---|---|
| Salary of watchman on dredger, etc | $ 367 90 |
| Warrants outstanding Dec. 31, 1887 | 22 50 |
| | $390 40 |
| Warrants returned paid to June 30, 1888 | $ 367 90 |
| Warrants outstanding June 30, 1888 | 22 50 |
| | $390 40 |

LAMP FUND.

| | | |
|---|---|---|
| Balance in fund Dec 31, 1887 | $ | 210 07 |
| Received transfers from general fund | | 16,000 00 |
| Received lamps sold | | 88 00 |
| | | $16,298 07 |

CONTRA.

| | | |
|---|---|---|
| Warrants paid and returned to June 30, 1888 | $ | 13,598 65 |
| Balance in treasury June 30, 1888 | | 2,699 42 |
| | | $16,298 07 |

WARRANTS DRAWN.

| | |
|---|---|
| Lighting street lamps | $ 11,686 65 |
| Warrants outstanding Dec. 30, 1887 | 1,912 00 |
| | $13,598 65 |
| Warrants paid and returned to June 30, 1888 | 13,598 65 |
| Warrants outstanding June 30, 1888—none. | |
| | $13,598 65 |

STREET CLEANING AND SPRINKLING FUND.

| | |
|---|---|
| Balance in treasury Dec. 31, 1887 | $ 478 58 |
| Received transfer from general fund | 4,000 00 |
| Received hauling water | 9 00 |
| Received sale of dirt filling, I. F. Powers | 100 00 |
| Received tax roll, 1888 | 13,571 70 |
| Received tax roll, delinquent | 466 00 |
| | $18,622 88 |

CONTRA.

| | |
|---|---|
| Warrants paid and returned June 30, 1888 | $ 13,394 02 |
| Balance in fund June 30, 1888 | 5,228 86 |
| | $18,622 88 |

WARRANTS DRAWN.

| | |
|---|---|
| General expenses | $13,864 29 |
| Warrants outstanding Dec. 31, 1887 | 212 27 |
| | $14,076 56 |
| Warrants paid and returned to June 30, 1888 | $ 13,394 02 |
| Warrants outstanding June 30, 1888 | 682 54 |
| | $ 14,076 56 |

RAILROAD FUND.

| | | |
|---|---|---|
| Balance in treasury Dec. 31, 1887 | $ | 59 12 |
| CONTRA. | | |
| Transfer to general fund | $ | 59 12 |

SURPLUS FUND.

| | |
|---|---|
| Balance in treasury June 30, 1887 | $ 152 17 |
| Balance in treasury June 30, 1888 | 152 17 |

INTEREST FUND.

| | | |
|---|---|---|
| Received transfer from general fund | $ | 2,882 50 |
| CONTRA. | | |
| Coupons paid and returned to June 30, 1888 | $ | 2,882 50 |

PARK FUND.

| | | |
|---|---|---|
| Balance in treasury Dec 31, 1887 | $ | 101 00 |
| Received transferred from general fund | | 900 00 |
| | | $1,001 00 |
| CONTRA. | | |
| Warrants paid and returned to June 30, 1888 | $ | 450 00 |
| Balance in treasury June 30, 1888 | | 551 00 |
| | | $1,001 00 |

STREET IMPROVEMENT FUND.

| | | |
|---|---|---|
| Balance in treasury Dec. 31, 1887 | $ | 9,886 82 |
| Received from collections | | 35,057 54 |
| Transferred from general fund | | 946 49 |
| | | $45,888 85 |
| CONTRA. | | |
| Transferred from sundry funds to general fund | $ | 7,023 63 |
| Warrants paid and returned to June 30, 1888 | | 36,753 86 |
| Balance in treasury June 30, 1888 | | 2,126 36 |
| | | $45,888 85 |

STREET EXTENSION FUND.

| | | |
|---|---|---|
| Balance in treasury Dec. 31, 1887 | $ | 6,180 50 |
| Received from collections | | 25 00 |
| | | $6,205 50 |
| CONTRA. | | |
| Warrants paid and returned to June 30, 1888 | $ | 25 00 |
| Balance in treasury June 30, 1888 | | 6,180 50 |
| | | $6,205 50 |

STREET SEWER FUND.

| | | |
|---|---|---|
| Balance in treasury Dec. 31, 1887 | $ | 4,684 86 |
| Received from collections | | 6,919 50 |
| Received from general fund | | 17 00 |
| | | $11,620 36 |
| CONTRA. | | |
| Warrants paid and returned June 30, 1888 | $ | 6,805 78 |
| Amounts transferred from sundry funds to general fund | | 2,084 44 |
| Balance in treasury June 30, 1888 | | 2,849 14 |
| | | $11,620 36 |

WATER BONDS INTEREST FUND.

| | |
|---|---|
| Amount paid in by water committee | $ 12,500 00 |
| CONTRA. | |
| Balance in treasury June 30, 1888 | $ 12,500 00 |

SUMMARY OF BALANCES IN TREASURY JUNE 30, 1888.

| | |
|---|---|
| General fund | $27,008 03 |
| Fire department fund | 30,532 11 |
| Police department fund | 26,214 48 |
| Willamette River fund | 369 05 |
| Lamp fund | 2,699 42 |
| Street cleaning and sprinkling fund | 5,228.86 |
| Surplus fund | 152 17 |
| Park fund | 551 00 |
| Street improvement fund | 2,126 36 |
| Street extension fund | 6,180 50 |
| Street sewer fund | 2,849 14 |
| Interest on water bonds fund | 12,500 00 |
| Total bal. in treasury June 30 1888 | $110,561 12 |

SUMMARY OF BONDED INDEBTEDNESS.

| | |
|---|---|
| Bonds due May 1, 1892, held by First National Bank | $ 56,500 00 |
| Bonds due June 1, 1893, held by First National Bank | 26,000 00 |
| Bonds due June 1, 1893, held by L. Steinhart, San Francisco | 23,500 00 |
| Total | $106,000 00 |

All of which is respectfully submitted.

W. H. WOOD, Auditor and Clerk.

Portland, Oregon, July 3, 1888.


## NEW TO-DAY.

53C PER YARD JERSEY SILKS AT MEIER & FRANK'S TO-DAY—An extraordinary bargain. Beautiful quality. Evening and street shades. Regular value 90c per yard. Not more than 16 yards sold to any one purchaser. 22 inches wide. Pure silk. Be on hand in time. 1t

WANTED—A SMALL REFINED FAMILY TO take little girl of 8 to board for the summer and part of the winter. Some one with a garden and without other small children. Widow lady preferred. Address or call for two days, Monday and Tuesday, at 213½ 3d street, between Taylor and Salmon, upstairs. MRS. J. C. ROSS.

FOR SALE—CHEAP—A CORNER LOT 50x100, with two-story frame building and 7-room residence up stairs; lower part occupied for store; streets improved and sewered, connections made. $1500 can remain as mortgage for two years; balance, whatever agreed upon, cash. None but principals need apply. Address S. L., care Oregonian. 4jly*mdf

$6500—FOR SALE—TWO BLOCKS, 8½ ACRES, in Belmont Park, Mount Tabor, with five-room cottage and a good stable for cow, horse and buggy; two wells of pure mountain water, and plenty of it. Choice sight and a bargain. 11jly† W. M. WISDOM, cor. First and Stark sts.

FOR SALE—HANDSOME, BAY CANADIAN pony; (pacer) saddle or harness; 5 years old; weight near 1000; price $125. Also road cart, Michigan make; weight 75 pounds; little used and handsome; cost in Paris $180. Also Stables, 328 Taylor street. Apply to S. H. Jones, 1 to 5 P. M., 42 N. 20th st. 30j31

47 LOTS NEAR TERMINAL WORKS, ALBINA, for sale in a lump at $5200; $1200 cash, balance on long time; can be retailed immediately for double the money. This is a rare chance to speculate on small capital. For map and particulars call at 328 Morrison st. (2nd st.) A. M. ELKINS.

A FINE FRUIT RANCH OF 4 ACRES, ALL improved; good orchard; eight-room, nearly finished house, newly papered and painted; barn and every convenience; part cash, balance long time; will go cheap if sold immediately. East Side. P. W. GILLETTE, 27 Stark street. 29j2t*

PORTLAND HEIGHTS—CHOICE property for sale commanding extensive views north, east and southeast. No better situation to be had. Price moderate. Apply to F. V. ANDREWS & CO., 25 Pine street. 27jly tf

NOTICE—WILL THE TWO GENTLEMAN WHO had their horse whipped by a drunken party on the Macadam road, Sunday evening, please send their names to the Justice of the peace to Fulton Precinct at the foundry on the Macadam road. P. LEACH, J. P. 1t

CASCADE SPRINGS—HEALTH and Summer Resort. Round trip tickets, good to September 30, $2.25. No Staging. T. MOFFETT, Cascade Mineral Water Depot, 88 Yamhill st., Portland, Or. 19j1m

$250 EACH, THREE CHOICE LOTS ON THE Heights in Southern Portland, near Fulton Park; $100 cash, balance in $5 per month payments or each lot. Very choice, with elegant views of river and surroundings. A. M. ELKINS, 328 Morrison st.

FOR SALE—ONE HALF INTEREST IN AN A No. 1 Republican newspaper and job office in the state, located in a fine city of over 5000 inhabitants. The best field in the state. For particulars address "Editor," Oregonian office, Portland, Or. 30j6t*

WILHOIT SPRINGS HEALTH and Pleasure Resort. Lake Narrow Gauge. Round trip tickets (good for season) $8 50. Address McLeran Bros., Portland, or F. W. McLeran, Wilhoit's, Or. 14jy2m*§

MOUNT TABOR—TWO VERY GOOD tracts of land for sale at prices fair and easy terms; excellent views; good orchards; spring water. Apply to F. V. ANDREWS & CO., 25 Pine street. 27j4t

IMPORTANT—PARTIES HAVING MONEY TO loan on or invest in real property in large or small amounts will find it to their advantage to call on or correspond with EUGENE D. WHITE, Portland, 29j1m*

15 ACRES, BEAUTIFULLY SITUATED, COMmanding fine view of Portland and suburbs, one mile east from Ch. C. slough, for sale very cheap. Apply to H. B. HALLOCK, Abington block, Portland, Oregon. 18j1m*

ALL THE YEAR OYSTERS ARE served in first-class style by R. SETH, the caterer, at the luncheon and lunch establishment, central and convenient. 7 Washington

REFRIGERATORS BOTH HARD and Soft Wood, and ICE CREAM FREEZERS, "White Mountain," the best made, at BIGELOW & WEEKS, 42 First st.

WANTED—GOOD SOUND HORSES—TRUE TO pull, weighing from 1100 to 1200 pounds; between 5 and 9 years old. TRANSCONTINENTAL STREET RAILWAY CO., 148 G street. 1t

LEFT ON BOARD MANZANILLO SUNDAY small gold-headed cane, end broke off. Liberal reward will be paid to anyone leaving it at 133 Front between Alder and Washington. 30j3t

FRESH COAST CRACKERS—Order from the City Bakery, 153 Third. Telephone 24. Best Bread and Cakes. 25jly*

GENUINE BOYNTON FURNACE For sale by H. W. NILES & CO., No. 146 Third street. j1*tf

FOR RENT—A PLEASANT, NICELY FURnished front room, suitable for one or two gentlemen, with use of bath. Apply at 68 North 6th st. 3t

SMOKERS CAN FIND A FINE ASSORTMENT of the best Cigars at the corner of First and Oak streets. MICHEL & SENDERS.

COAST LOTS—TWO FOR $275—SEA VIEW—front lots; high ground; not far from hotel. Apply PARRISH, WATKINS & CORNELL, City. 3*

FOR SALE—ON ACCOUNT OF SICKNESS—Pioneer Boat House, foot of Madison street, with all boats and appurtenances. Inquire Boat House, at Yard, foot of Morrison st. Telephone 189. 24m*†

WOOD IF YOU WANT GOOD DRY FIR, oak or ash wood, go to the Pioneer Wood Yard, foot of Morrison st. Telephone 189. 24m*†

WM. M. GREGORY Attorney at Law, 68 Third st., near Oak (Ainsworth building), ground floor, 11j mdfe*

$600 WANTED FOR ONE YEAR ON $2000 real estate security; 8 per cent. Interest, no commission. Address E., care Oregonian.

$6000—CHOICE BLOCK ON PORTLAND Heights. W. G. JENNE & BRO., 63 Washington street, up-stairs. 26jl*

WANTED—SITUATION TO DO GENERAL housework in a private family. Apply at 101 Fifth street, corner Stark. 1t

TWO FURNISHED ROOMS TO RENT—FOR light housekeeping on the first floor. No. 32 Jefferson street. 30j2t

TO RENT—4 FURNISHED ROOMS FOR MAN and wife, suitable for light housekeeping. 386 First street. 1t

EXPERIENCED BOX NAILERS WANTED AT the Multnomah Box Factory, foot of Harrison st.

FOR SALE—A PONY, CART AND HARNESS, cheap; can be seen at 2 and A North Front st. 29j3t

WANTED—A FURNISHED ROOM IN PRIvate family. Address B. C., care Oregonian. 1t

FOR RENT—FURNISHED COTTAGE 6 ROOMS $25 month. Inquire at 82 South First st. 27j6t

BOY WANTED FOR CIGAR STORE—CALL from 9 to 11, 91 Morrison street. 1t

WANTED—A GOOD BARBER AT THE PORTland Baths, 51 First street. 30j1t

WANTED—A GIRL TO DO GENERAL HOUSEwork

...SS ...ES.

...PIECES Pure Wool ...
...tamine, in Black and Cre...
...o inch, at 38c per Yar...

...HESE Goods have been gre...
...educed from regular pric...
...nd will surely be of inter...
...o economical buyers.

...Lyhman ...Co.

A. H. VAIL (S. F., Cal.)

...NTRACTORS.
...RE RAILS,
...ATIVE MOULDING

...172 First St., Portland, Or.
...861 Market St., S. F., Cal.
...39 S. Spring St., Los Angeles, Cal.
...720 Minna St., S. F., Cal.

KEEN'S

...ISS...

...hat's what we want. Our Nation...
...sury is overflowing. We want ...
...ied loose. Let the people have th...
...re. They need clothing and want ...
...to buy it with. We need cash to b...
...new fall stock with.

...0-DAY--LOOK HER...
...o you want a suit of clothes at ab...
...r regular price? If you do come ...
...us. Look at our men's suits.

...RICES--$9 TO $1...
...Worth regular: $18 to $25. They m...
...Sold. ...
...BOYS SUITS at a discount of 30 ...
...t. Look at them.

...ATS! HATS! HAT...
Straw Hats at Half Price.

...REAT BARGAIN
DISSOLUTION SAL...

Take Advantage of It

...Cor. 2d & Morrison Sts.

SCOTCH COLLIE PUPPIES, bred from ...
...ne of 3, brought from Scotland, after cupe...
...r prizes, gold medals and silver cups. Kind...
...ested in a Scotch Collie can address, or ...
...them, Mr. Scotch Collie, Oregonian office, ...
...ere are no responsible, who may answer as ...
...they have no regular address. Pure Cr...
...C. HAMLIN, Salmon, Four Co...



# The Oregonian.

Entered at the Postoffice at Portland, Or., as second class matter.

SUBSCRIPTION RATES:

| | |
|---|---|
| By Mail—Postage paid—in advance— | |
| Daily, with Sunday), 1 month | $ 1 00 |
| Daily, Sunday excepted, per year | 10 00 |
| Daily, with Sunday, per year | 12 00 |
| Sunday, one year | 2 00 |
| Daily and Weekly, per year | 3 50 |
| Weekly, per year | 2 00 |
| TO CITY SUBSCRIBERS: | |
| Daily, per week, delivered, Sunday excepted | 25c |
| Daily, per week, delivered, Sunday included | 30c |


TO-NIGHT AND TO-MORROW, JULY 30.

U.S. SIGNAL SERVICE WEATHER REPORT.

PORTLAND, July 29, 8 P. M.

| State of Observation | Bar. | Ther. | Rain fall in hours | Ther | Wind Direction | Rain fall in inch | State of Weather |
|---|---|---|---|---|---|---|---|
| Portland | 30.02 | 66 | 76 | NW | 6 | .00 | Clear |
| Olympia | 29.96 | 62 | 70 | NW | 6 | .00 | Clear |
| Roseburg | 29.94 | 72 | 86 | N | 4 | .00 | Clear |
| Red Bluff | 29.86 | 74 | 92 | S | 6 | .00 | Clear |
| Sacramento | 29.96 | 72 | 86 | S | 6 | .00 | Clear |
| Tatoosh | 30.12 | 66 | 60 | W | 20 | .00 | Clear |
| Spokane | 29.94 | | 78 | SW | 6 | .00 | Clear |
| Walla Walla | 29.94 | | 82 | W | 6 | .00 | Clear |
| Astoria | 30.00 | | 68 | W | 20 | .00 | Cldy |
| Eureka | 30.02 | | 58 | NW | 6 | .00 | Clear |

Local Report.

| Pacific Coast Time | Bar. | Ther. | Rain fall in hours | Direc of Wind | Vlec of Wind | Rain fall in inch | Wthr. |
|---|---|---|---|---|---|---|---|
| 5 A.M. | 30.09 | 54 | 94 | Calm | 0 | .00 | Clear |
| 5 P.M. | 29.91 | 76 | 41 | NW | 8 | .00 | Clear |

Maximum temperature, 70.8. Minimum temperature, 53. River, 3.3 feet.

| | Normal | Mean | Departure from Normal | Total excess or deficiency since 1st of present mo. | Total excess or deficiency since Jan. 1, 1888. |
|---|---|---|---|---|---|
| Temperature | 65. | 60 | —5. | | —1. |
| Precipitation | .02 | .00 | —.02 | .35 | —6.13 |

## PASSENGER LISTS.

OVERLAND.

Oregon & California—Passed Medford: J. S. Hilliell, T. G. Hogan, H. F. Bray, J. W. Bauer, A. Mann, J. A. Hannah, C. Stuart, C. Bishop, C. Richardson, A. L. Bachelier, Wm. Bioner, A. C. Farnsworth, G. P. Monjow, Wm. Scott, A. Francis, C. A. Allen, J. B. Brannen, S. Zeigler, J. D. Van Buren, C. Wood and wife, Miss Ida Wood, Miss McIntyre, E. A. Carlton, A. F. Brown, Mollie Brown, C. A. Brown, Miss Couch, I. F. Kelon, Mrs. F. A. Louine, B. Anthony, wife and child, A. Haymen, E. P. Hasting, J. B. Cabell, W. Busher and wife, A. L. Stetson, C. B. Lovitt, A. G. C. Smith and wife, J. Penert, wife and three children, E. C. Patton, Mrs. E. N. Cook, Mrs. T. H. Cox, J. Ralph and wife, R. D. Carville and wife, D. T. Stanley and wife, Miss E. F. Cox, S. A. Hathaway and wife, Dr. E. F. Biggs and forty-three second class. Teachers Association excursion party, in charge of A. C. Harvey—S. W. Parsley, Wm. Lindsley, Robert Harris, G. W. Rainbanks, Mrs. Yeates, George W. Miller and wife, Mrs. Johnson, Miss Lowry, Miss Porter, Miss L. S. Patrick, Miss E. M. Patrick, Miss R. C. Barker, Miss Barber, Miss W. H. Faxon, Miss H. M. Gardine, Miss R. A. Darlington, Miss E. C. Hayner, Mr. Green, Mr. Burgess, R. J. Smith, J. S. Labeutle.

Short Line—Passed Huntington: A. S. Kirby and wife, J. F. Shepard, Wm. Shaw, Wm. Jones, H. B. Riley, A. W. Babcock and wife, F. Kirupp, F. M. Hoskins, D. D. Shields, W. H. Bennett, C. H. Jennings, L. Benson, P. S. Mead, H. G. Gregory, S. Shaw, E. E. Leander, J. H. Maque, Mrs. W. G. Love and son, W. F. Bartle, A. A. Foster, D. H. Allen, Mrs. L. Cook, H. J. Jackson and 140 immigrants.

## LOCAL NOTES.

There will be a special meeting of the board of immigration at 4 o'clock this afternoon.

At the corner of Fourth and G streets are a number of stout iron cars for the Oregon Iron & Steel Company's works at Oswego.

Mr. John Ring has returned from Astoria, where he has been putting in the retorts in Messrs. Megler & Wright's new gas house.

Complaint is made of the reckless rate at which switch engine No. 305 was run yesterday in the vicinity of Weidler's mill. The complainant says it was run at thirty miles per hour.

The funeral of the late William How took place yesterday from De Lin's undertaking parlors, under the auspices of Harmony lodge No. 12, A. F. & A. M., of which deceased was a member.

## PERSONAL.

Mr. Theodore Cushing, who left this city for the East July 3, called at the New York office of the OREGONIAN on the 23d inst.

Mr. Harry A. Haseltine has returned from Boston, where he has been attending a commercial school the past year.

Prof. A. P. Armstrong, principal of the Portland Business College, has returned to this city after an absence of three weeks. Prof. Armstrong passed his vacation in California visiting schools, and in attendance at the national educational association.

Capt. Z. J. Hatch arrived here yesterday from the Sound to complete arrangements, if practicable, for leasing the steamer Undine to run in connection with the Fleetwood between Olympia, Tacoma and Seattle. He says there is a great deal of travel on that route, and he has had more business than he could attend to with two boats.

## BRIEF MENTION.

Bill time approaching.

More improvements promised.

The cable road is talked of about as much as the hotel, Next.

Gentlemen select your needs for the summer trip at Crossman's, 111 First street.

If you visit San Francisco you will find THE OREGONIAN at the corner of Market and Geary and 24 Third. Cut this out and keep for reference.

Excursion parties at reduced rates. Leave your name for a trip to the Mount Hood gladers, at the office of Lewis & Dryden, Front and Stark streets.

The many campaign clubs forming will want a set of drums for the next three or four months. A special invoice in stock at Kohler & Chase's music house, 71 Morrison street. Full line of pianos and organs, including the self-playing Æolians.

## AUTOMATIC ENGINES.

TACOMA, W. T., Feb. 23, 1888.

MESSRS. Russell & Co., Portland, Oregon—Gentlemen: We have been running the automatic engine bought of you for a week or more and so far we are much pleased with it. Our engineer says it is the best engine he ever run, and he has had extensive experience in building and running of engines. What he notices especially is its uniformity of action under varying load. He tested it with his speed indicator and found there was no change in the number of revolutions when the dynamo was plugged in or cut out.

Yours truly,

TACOMA LIGHT & WATER CO.

By J. H. HOUGHTON, Secretary.

## Yellowstone National Park.

Take the Northern Pacific railroad to all points East. The only line to the Yellowstone National Park. Secure your park tickets and Pullman berths at the general office of the Northern Pacific railroad, No. 2 Washington street, corner of Front.

Every man has one chance in a lifetime to get rich. Your chance is now to buy a lot on block in Seattle. If you do, you have caught on the wheel of fortune. Eshelman, Llewellyn & Co. will sell you the lot in their many additions or in the heart of the city. They can suit all parties.

HEADQUARTERS.—Merchants from the interior towns will find their friends at the Crystal Palace, 104 First street, presided over by C. F. Sliter. Lunch all day, and the best.

Every preparation made for the teachers arriving from San Francisco at the famous New York restaurant, 132 First and 11 Alder. Note this.

The light-running "Domestic" stands at the head. See it at Garrison's machine store, 167 Third street.

L'ART DE LA MODE and other fashion plates for August at Ed Dekum's. Price, 35 cents.

July *Harper* and *Century* for sale by C. H. Wilson, 150 First street.

Use Rose Pills.

## BUSINESS ITEMS.

Cabbage Plants $4 per dozen. Thwaite's, 167 First.

Wire Spring Beds. George M. Parker, 131 First. Trade supplied.

Fine Cigars, Candies, Sodas and Cigars, go to Washington streets.

The Vienna,

Restaurant, Large sums of money are spent to be refunded to find relief from Piles. Pond's Extract cures Piles.

Advice to Mothers.

Mrs. Winslow's Soothing Syrup should always be used when children are teething. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for diarrhœa. Price, 25 cts. a bottle.

# IN AND ABOUT PORTLAND.

A CONGREGATION OF SWALLOWS.—The antics and eccentricities of the average swallow are varied, in fact, past finding out in many respects. These vivacious and pert little creatures infest the city in large numbers, and can be seen at all hours of the day, by scores, flittering about eves, comisheads and roofs, assiduous in their attendance on their callow broods, or skimming in with circles about street corners or through the upper air far above the highest buildings. Despite the fact that the average swallow is not very cleanly in its domestic habits, and, in the abstract, may be justly regarded in the light of a public nuisance, the little bird is a bright, lively chattering little fellow, industrious, and always cheerful. One of the unusual freaks of the swallow was observed yesterday. Leading from the top of the large four story brick building at the foot of Oak street down to the poles on Front street are a number of large electric wires. Yesterday afternoon these wires were literally black with the birds. Hundreds of them were observed sitting on the wires, while scores upon scores were flying about, alighting for an instant, and then whisking and darting here and there, keeping up, in the meantime, an incessant chattering. Attracted by the noises and the unusual sight, a great many passers stopped and observed the movements of the diminutive creatures. What was the occasion of this congregation of the feathered denizens is a conundrum, which all the spectators were forced to give up. One person suggested that they were holding a kettledrum, another a social confab of some sort, a third that it was a domestic insurrection, while a fourth waggishly suggested that it must be a council of war, a political convention, or, more likely, a gathering of henpecked husbands, intent on wreaking vengeance on the heads of termagant consorts.

FUTURE ACCOMMODATION TRAINS.—Already the desire to live out of town has manifested itself in Portland, as it has in every other city of any note on the continent, and it is only a matter of a few months at most until the merchant, the clerk, the mechanic and the laborer, forced from the confines of the already overcrowded city by high prices and rapid encroachment, will seek homes in the suburb affording the best and cheapest transportation system. That Fulton park enjoys all of these is evident to even the most casual observer. Its transportation facilities are unequaled anywhere on the Pacific coast, not excepting San Francisco. The time consumed in going to Fulton park from the business center of the city, by the Portland & Willamette Valley railway, is precisely seven minutes, being less time than is required to go twelve blocks by horse car. Elegantly furnished day coaches are provided for the accommodation of patrons, thus dispensing with the too frequent necessity of standing on the exposed platform of an over-crowded horse car. Fare to and from Fulton Park is only five cents each way, being as low as the cheapest car fare in the city. The distance to Fulton Park from the business center of the city is only two and one-half miles, and the price asked per lot is only $400, including handsome dwellings and other improvements to the value of $200,000, or a sum equal to $200 per lot, of the whole, thus reducing the actual cost of each lot to $200. Where can you buy lots equally as well situated, a like distance from Portland, for that money?

THE NEW PRESBYTERIAN CHURCH WINDOWS.—The building committee of the new Presbyterian church have let the contract for the windows of the building, which will cost something over $4000. The committee invited competition in the designs for the windows, which are to be in opalesque glass, after the latest styles in art glass work. Eight firms of New York, St. Louis, Minneapolis and other Eastern cities competed. The designs were opened by the committee at the office of Mr. Wm. F. McCaw, architect, on Saturday, and after a careful inspection, those submitted by Messrs. D. & J. Povey were adjudged the most beautiful, and the contract was awarded to them. They are young men, Mr. D. Povey being a designer and Mr. J. Povey, his brother, being a practical manufacturer. The designs submitted by them are very beautiful and will form windows in every way suitable for the elegant and costly structure they are to adorn. Mr. J. Povey is now in the city and his brother will shortly arrive, and they will open a studio and art glassworks here within three weeks.

MAKING THE SIDEWALK A SEWER.—Yesterday afternoon Mr. and Mrs. James Jackson, a respectable, well-dressed elderly couple, started out for a stroll. While passing along Front street, near the corner of Washington, some one threw a lot of water out of the window of the composing-room of the *Welcome* office, completely drenching them. They were, of course, very indignant at this treatment, and Mr. Jackson started to hunt up a policeman. While Mrs. Jackson was waiting for his return she was gayed and insulted by some ill-bred men, who made sport of her. It is hardly possible that any one could have been so maliciously mean as to have thrown the water on the old couple purposely, but such reprehensible conduct as throwing water out of a window on people quietly passing along the street should be fittingly punished.

THE SMOKY DAYS ARE AT HAND.—The atmosphere has been unusually free from smoke so far this season, the late and prolonged rains having effectually prevented forest fires. This is a blessing which all have appreciated, but it is not likely to be continued much longer. Last evening a huge volume of smoke could be seen from the upper part of town, arising from the forest away over toward the Cascades, showing that a great fire was raging there. The smoke hung in a dense cloud along the horizon for several miles and will probably soon be augmented by that from other fires. Every effort should be used to prevent these forest fires, as timber is now becoming more valuable every year. A competent authority says there is as much timber destroyed by fire every year as is cut by all the sawmills, so the loss is enormous.

THE OREGON CITY BRIDGE.—Work on the suspension bridge at Oregon City is being pushed. The plans have been modified, and the main span will be 466.7 feet long, instead of 452 feet as originally intended. Carpenters are busy getting the chords out, fitting each one accurately to its fellow as if is made. One of the chords now stretches nearly across a block as it is being fitted. The excavations for the piers are made. These are much larger and deeper than was expected, as reef was mistaken for solid bed-rock. This will entail considerable additional expense upon the contractors, as the pit must be filled with solid concrete. The iron is arriving from San Francisco.

THE ROSLYN SUBSCRIPTION.—The committee appointed to solicit subscriptions for the relief of the sufferers by the Roslyn fire will probably call on our business men to-day, and as usual in such cases will doubtless secure without trouble a considerable amount of money to aid in relieving distress among the people of that unfortunate town. The carload of flour forwarded by Mr. W. S. Ladd, has been followed by a contribution of groceries and provisions by Messrs. Mason & Ehrman and others, and with some slight additional assistance from Portland and other towns the energetic people of Roslyn will be well on their feet and ready to start anew in the race for wealth.

COALOIL VS. ROUGH ON RATS.—Solomon Titus, a half-breed mulatto and Indian, living in Oregon City, went home drunk Saturday night. He decided to try some canned corn beef, upon which he spread a liberal allowance of "Rough on Rats," supposing it to be butter. The poison soon took effect and he became wild, and finally tumbled to the floor unconscious and about dead. His wife deemed it best to administer remedies, so poured a liberal supply of coal oil down his throat. This proved a successful antidote, but leaves Solomon very sick, either from the poison or the remedy.

WATKINS WILL FURNISH BONDS.—D. F. Watkins, the postal agent on the narrow gauge railroad between Portland and Coburg, who was arrested Saturday, charged with stealing a $800 registered package from the mail, expects to be able to furnish bonds to-day. He is ex-clerk of the Albina school district. He denies all knowledge of the theft. Two registered packages were put in the pouch by the Scio postmaster June 5. Watkins claims that he received only one, which he turned over to the Portland postmaster.

A NEW CHURCH.—Beaver creek settlement, five miles south of Oregon City, is about beginning the erection of a Presbyterian church under the pastorate of REV. W. T. Eagle.


...BEDS! BEDS!

—FOR—

...SUMMER SUITS

We will sell the remainder of our Summer Suits at prices never before offered here. We buy at lower rates than any other house in the Northwest, and, quality considered, can and will undersell them all. In proof of this, see our corner window and the prices at which we offer suits:

| | |
|---|---|
| $27 00 Suit reduced to | $20 |
| 25 00 Suit reduced to | 18 |
| 22 50 Suit reduced to | 16 |
| 20 00 Suit reduced to | 14 |
| 18 00 Suit reduced to | 13 |
| 15 00 Suit reduced to | 10 |

Seersucker and Mohair Coats and Vests, White and Fancy Vests, reduced correspondingly.

Straw Hats,
Light Underwear
—AND—
Neckwear.

Greatest inducements in the way of Low Prices.

...

The Leading Clothier, Merchant Tailor and Hatter of the Northwest,

135 FIRST STREET, COR. ALDER.


A RELIC OF PIONEER DAYS.—In a letter to THE OREGONIAN Mr. J. F. McMunn of Wells, Benton county, sends the following note about the finding of a relic of pioneer days: "Mary Carter, wife of John A. Carter, while digging potatoes in his garden, found a $10 gold piece, bearing the date of 1837. This may be regarded as a relic of Oregon's early days. The strangest circumstance is that the piece of ground on which the coin was found has been plowed and worked every year for the last thirty years.

NEAT NEW OFFICE.—A very neat office, finished with dark and light cedar and furnished with the customary safe, desks, etc., has been fitted up by Messrs. Moore & Starr, of the Pioneer wood yard, on the north side of the roadway to Morrison street wharf. They have done this in order that their patrons need not be obliged to go down on the wharf among the piles of wood and the half a dozen teams coming and going, to order their winter's supply of wood.

A PROPHESY FULFILLED.—It is just one year ago to-day since THE OREGONIAN'S first Spokane edition was published. In that edition the prediction was made that the population of Spokane Falls would be doubled in a year. The fact is now apparent that the prophesy has been more than fulfilled.

A BROKEN WHEEL DELAYED THE TRAIN.—The Pacific express was delayed over an hour at Wyeth yesterday on account of the breaking of a flange of one of the wheels of the tender, by which it was derailed. No one was hurt and no serious damage done.

A NEW COUNTY JAILER.—Ex-County Jailer Edward Dougherty has returned from the coast. He told a reporter yesterday that he has been appointed county jailer, vice H. C. Wood, by Sheriff Kelly, and will take charge of the office August 1.

A PIONEER'S DEATH.—Mrs. G. J. Trullinger of Union Mills, a pioneer, was buried Friday last. She was over 60 years of age, and was recovering from a severe attack of the measles when she took cold, causing the disease to terminate fatally.

QUICK TIME.—To-morrow's trip of the steamer Telephone will be the fastest yet. Leaving here at 7 A. M., arriving in Astoria ahead of any other boat.

## CARRIED HIM OUT ON A CHIP.

He Called Gen. Harrison a Coward and Was Thrown Into a Ditch.

Wm. Porter of Aumsville, Oregon, has written the following interesting reminiscences of the Harrison campaign in 1840: "The first vote I ever cast for president of the United States was for Gen. Harrison in 1836. I voted for him again in 1840, and, with three others, rode from Pike county, Illinois, to Springfield in a canoe on a wagon drawn by a span of mules, to attend a celebration. About 30,000 persons attended the convention. Abraham Lincoln and E. D. Baker were among the speakers. Many were there who were returning from a celebration at Tippecanoe battle-ground. A platform had been erected eight feet high for the old soldiers. One of the old soldiers in a speech referred to the fact that Harrison had been called a coward. He dared any one to call Harrison a coward in his presence. Soon after one of the orators of the day referred to the challenge of the old soldier.

A person standing in the crowd said: 'I say Harrison is a coward.' The orator turned toward him and said: 'Will some one carry that fellow out on a chip?' He was seized and borne through the crowd, one man holding a chip under him, and was pitched over a fence into a ditch. Mr. Barlow, who opened the wagon road over the Cascades in 1845, was there. He had built a log cabin on large wheels and had it drawn through the streets of the city by sixteen yoke of oxen. The wagon was covered with men and boys."

Rubber boots and shoes. Dealers attention. A large invoice of the above goods comprising about 150 cases, will be sold at auction on account of slight damage in transportation in a few days by Gilman & Company, auctioneers.

For the best selection in boots and shoes in price and quality, the old New York establishment, corner of First and Salmon streets, leads all others. Lowest prices.

Use Rose Pills.


EXTRAORDINARY

...SILK...

—FOR—

TO-DAY.

SILK DEPARTMENT.

We offer a Special Purchase of a Small lot of 1¼ pieces.

...

—OF—

...SILKS

25 Inches Wide,

PURE SILK,

For the Nominal Price of

30c

PER YARD.

To-day Only at This Price!

Regular Value 90c Per Yard.

Colors in the line are:

CHERRY, CARDINAL, GARNET, PEACOCK, CANARY, LIGHT BLUE, PINK, CREAM, WHITE, GOLD BROWN, MODE, GRAY, WINE and NAVY.

Handsome for Dresses, Sashes, Fancy Work, Etc.

Really an Extraordinary Bargain

As the quantity is limited, not more than 16 yards will be sold to any one purchaser.

See the Grand Display.

...

First, Second and Taylor Sts.

...BAGS,

BAG TWINES,

TENTS, FLAGS, AWNINGS, Etc.,

HOP CLOTH.

OILED AND RUBBER CLOTHING.

AMES & DETRICK,

135 FRONT STREET, PORTLAND, OR.


## TEN THOUSAND DOLLAR BLAZE.

The Boiler Shops of the Willamette Iron Works Company Totally Destroyed this Morning--Probably Incendiarism.

Shortly after 12 o'clock this morning an alarm of fire was sounded from box No. 16 by Officer Hoxie. The department responded promptly, and soon arrived at the scene. The fire proved to be in the large boiler shop belonging to the Willamette Iron Works Company, situated at the corner of Fourth and G streets. A steamer which was lying at one of the docks was the first to discover the fire, and gave a number of short blasts from her whistle before the alarm was sounded.

The building was a one-story frame, 200x50 feet, and was filled with all the necessary machinery for the manufacture of boilers—rollers, punchers, shears, etc.—all of which was very heavy and valuable. Fortunately, the building was of light wood and was soon destroyed, so that the heat was not so intense as to do very serious damage to the contents. The fire feeding on light, dry plank spread with great rapidity, and soon wrapped the entire building in a sheet of flame. Despite the most strenuous efforts of the department, the building was entirely destroyed.

A large two story residence standing on the opposite side of Fourth street came near igniting from the great heat, and was only prevented from doing so by a timely stream of water. A quantity of cordwood on the west side of the building caused a great deal of heat and made a very stubborn resistance to the firemen.

The origin of the fire is not known. No work was done yesterday, and it would seem that the blaze was the work of an incendiary, or caught from a careless tramp. The damage is very difficult to estimate at present writing, as it is not known how much the heat has bent and warped the machinery.

Ten thousand dollars is not an overestimate, when the loss direct, and from unavoidable detention, is considered. On the building and contents there is an insurance of $2000; $1000 in the Phœnix of London and $1000 with the Queen. So far as possible to learn this is all the insurance. About forty men will be temporarily thrown out of employment by the destruction of the shop.

Considering the start the fire obtained it was managed remarkably well, and the fierce flames were extinguished as quickly as it was possible under the circumstances. There was considerable new and uncompleted work in the shop, which was badly damaged.

## HELIOGRAPHIC SIGNAL FLASHES.

Renewed Efforts will Soon be Made to Secure Communication with Mt. Hood.

United States Signal Officer Glass stated to a reporter a few days ago that he expected soon to experiment again with the heliograph between this city and Vancouver. He will probably obtain a heliograph from the office of the chief signal officer in Washington, which will be very accurately made and thoroughly tested. As great accuracy is required in the manufacture of these instruments, and, as the adjustment of the "sights" are delicate, it is next to impossible to have one made here that can be implicitly relied upon. The result of these proposed experiments will be awaited with much interest by both the curiously and scientifically disposed.

Much interest has been awakened during the past few months in regard to the exchange of signals—those in accordance with the system adopted by the army and navy. Some time since, Lieut. O'Neil of Vancouver came over and gave a series of primary instructions to some members of the Oregon National Guard, at the regimental armory. His lessons were confined to signals made both by the torch and flags. The heliograph was not employed in making these signals. At the time, THE OREGONIAN contained several articles, in which the system adopted and mode of operation were elaborately described. The efforts made to exchange signal flashes between Portland and Mt. Hood by means of the heliograph, revived interest in the subject, owing to the romantic incidents of the ascent, and its scientific features. A number of dispatches were sent east giving an account of the ascent of the mountains, and particularly the repeated attempts made to exchange heliographic signals. In consequence of cloudy weather, these efforts were unsuccessful.

Both Lieutenant O'Neil and United States Signal Officer E. J. Glass, are very confident that under favorable conditions of skies and air, signals can be readily exchanged between this city and the summit or sides of Mount Hood. So confident is Lieut. O'Neil that the practicability of the plan can be demonstrated, that it is quite probable he will make another trip to the summit of Mount Hood during August, when there will be clear, bright weather and thus a favorable opportunity afforded to use the heliograph. Should he conclude to do so, Signal Officer Glass will again telegraph mirror flashes, and endeavor to obtain answers.

Scientific men all over the country are deeply interested in the result of such an experiment. By demonstrating the practicability of sending flashes for that distance it would result in a revolution of transmitting signals by the ordinary method. Army and navy movements could be directed at the distance of leagues, by sea or land. Troops could be maneuvered readily either during active engagement or before a battle; and the disposition of armed fleets could easily be accomplished. It would be of incalculable benefit in a military sense, and the system is so simple in its operations that it could be utilized in commercial transactions and even in ordinary every-day business.

Signals have been recently exchanged between Vancouver and Portland Heights by mirror flashes repeatedly, under favorable conditions. For that distance the signals can be read without difficulty; and a looking-glass less than a foot square casts a flash as large as an electric arc light, and quite as brilliant.

## MORE, VETERAN VOTERS.

Additions to the List of Those Who Voted for Harrison in 1840.

PENDLETON, Or., July 28, 1888.

TO THE EDITOR OF THE OREGONIAN: I shall be proud to have my name added to your list of the veterans who cast their ballots for old Tippecanoe in 1840 and who intend voting for his grandson in 1888. I took an active interest in the campaign of 1840, in Gorham, Maine, and shall do what I can to swell Oregon's majority for Harrison in 1888. WM. P. STURGIS.

DAMASCUS, Or., July 25, 1888.

TO THE EDITOR OF THE OREGONIAN: Joseph Nichols was born in Tennessee in 1806; moved to Illinois 1811; voted for Harrison in 1836 and again in 1840; moved to Oregon in 1852, and hopes to vote for Harrison this fall.

A. M. Hollenbeak was born in Kentucky in 1803; moved to Illinois in 1821, and to Oregon in 1853. He voted for Harrison in 1840, and hopes to vote for Harrison this fall.

F. M. OSBURN.

HARDMAN, Morrow Co., Or., July 25.

TO THE EDITOR OF THE OREGONIAN: I was among those who voted for William Henry Harrison in 1840. I was then a resident of Indiana. JOHN LEWELLING.


L. BLUMAUER & CO.

A Reliable Drug House.

The firm of L. Blumauer & Co., located at No. 165 First street, between Morrison and Yamhill, is one of the oldest established and most reliable drug and prescription houses in the city of Portland. This firm is considered the leading house in this line of business, and has a reputation of always carrying a stock of the very purest drugs and of compounding them with the utmost accuracy. Their stock is most complete, comprising pure drugs, medicines, toilet articles, perfumery, flavoring extracts, etc. They are sole agents for the renowned Rose pills, which have attained such world-wide fame. It is well that the public should know of the reliable drug establishments in the city, as the effect produced by medicine almost always depends on the manner of its compounding. L. Blumauer & Co. employ only druggists of long experience, and who are carefully skilled in all departments of the business. The manner of conducting their business has had the effect of securing to them a very large patronage, and they are certainly the most popular drug firm in the city.

Use Rose Pills.


## BASEBALL GAMES.

The nines of the Alisky Manufacturing Company and Multnomah Box Factory played an eleven-inning game at the Riverside grounds yesterday. The score stood 6 to 6 in the fifth inning and remained so until the eleventh, when Spencer made the winning run for the Alisky nine. Score, 7 to 6.

The Portland-Willamette game at Clinton & McCoy's park yesterday was won by the former by a score of 13 to 4.

A picked nine and the Western Union club played six innings at the Oaks yesterday, resulting in a victory for the latter by a score of 7 to 6.


When Baby was sick, we gave her Castoria;
When she was a Child, she cried for Castoria;
When she became Miss, she clung to Castoria;
When she had Children, she gave them Castoria.

DIAMONDS
AT WHOLESALE.

The attention of the RETAIL JEWELERS of the Northwest is asked to my importation of personally selected

Fine Diamonds.

Direct from Amsterdam.

The general public is cordially invited to examine these jewels, which include many rare gems.

A. FELDENHEIMER,
Cor. First and Morrison Sts.

UNREDEEMED PLEDGES!

FOR SALE, consisting of Gold and Silver American Watches, Diamonds, Guns, Pistols and Musical Instruments. UNCLE MYERS, the Great Oregon Money Lender, 103 First st. Private entrance both hallway.

BECK, THE JEWELER,
Front and Morrison,
Opposite Esmond and St. Charles Hotels.
Headquarters for All American Watches.

...AGON BROS.
LIVERY & HACK STABLE,
Third and Madison.

| | |
|---|---|
| Hacks for riding, per hour | $1 50 |
| Calling, first hour | 1 50 |
| Each additional hour | 1 00 |
| **Theaters and Parties:** | |
| One or two persons, to and from | $2 00 |
| Three or four persons, to and from | 3 00 |

☞ No charge for baggage that can be taken on hacks.

Two-Horse Coupes:

| | |
|---|---|
| Riding and Calling, per hour | $1 00 |
| To and from Theater and Parties, per couple | 1 50 |

TELEPHONE 331.

Portland Mechanics' Fair

OPENS OCT. 4th, CLOSES OCT. 27, 1888.

EXHIBITS ARE INVITED for the Tenth Annual Fair of the Portland Mechanics' Fair Association. Improvements now being made will insure ample space for exhibits and accommodations for visitors. No expense will be spared to make the coming Fair superior to any given by the Association. Applications for space can be made to

A. S. WHITING, Sup't. Office 148 First St.

DAILY REQUISITES.

We have just received a large and very complete assortment of

FLESH and BATH TOWELS,
FLESH and BATH GLOVES,
FLESH and BATH BRUSHES,
RUBBER LOOFAHS,
RUBBER FLESH GLOVES,
BATH and TOILET SPONGES,
FLESH STRAPS, SPONGE BAGS,
Etc., Etc., Etc.

W. M. WISDOM & CO.,
Corner First and Stark streets.

Dr. E. C. Brown, Diseases of the Throat Ear, No. 166 First st.

GOLDEN RULE BAZAAR.

CAMPAIGN BADGES.
GREAT VARIETY.
Republican and Democratic—Wholesale & Retail.

PROTECTION AND FLAG HANDKERCHIEFS.
In Silk, Cotton and Linen.
Wholesale and Retail.

BANDANA AND OLD ROMAN HANDKERCHIEFS.
Silk, Cotton and Linen.
Wholesale and Retail.

GREAT VARIETY OF
CAMPAIGN EMBLEMS

GOLDEN RULE BAZAAR.

BATHING TIGHTS.
CAMPING TIN WARE.
TENT - FOLDING CHAIRS.
HAMMOCKS.
TIN BUCKETS & SHOVELS.
WAGONS AND WHEELBARROWS.
SEASIDE BABY CARRIAGES.
CROQUET AND LAWN TENNIS.

GOLDEN RULE BAZAAR,
199-191 FIRST STREET,
Between Yamhill and Taylor Sts.

...ne Price to All!

...Golden Rule Bazaar.

TWO DAYS ONLY!

...onday and Tuesday--July 30, 31.

...LOT 1--3c per yard.
1000 yards PONTICO PRINTS, at 3c per yard.

...LOT 2--5c per yard.
Includes ALLEN'S, LODI, WASHINGTON SPECIALTIES and BAY STATE CALICOES, at 5c per yard.

...LOT 3--8c per yard.
Includes the Best Grades of Standard American Prints, American Gingham Checks, Hamiltons, etc., etc.,

FOR TWO DAYS ONLY.

...he Farmers' & Mechanics' Store,
200, 202, 204, 206 First Street.

BASEBALL GOODS.

...

—SALE OF—

...HATS!

...

Will Commence

TO-DAY

—AND—

Sell Hats Away Down.

BEING DESIROUS OF

REDUCING STOCK,

WE WILL OFFER

...

—FOR—

THIS WEEK!

...

A. B. STEINBACH & CO

Corner First and Morrison Sts.

...Excursion to the Ocean.

C. P. N. CO'S STEAMER

"PRINCESS LOUISE,"

CAPT. JOHN IRVING,

Will sail on the 10th of August next

From Victoria to Queen Charlotte Islands,

FORT SIMPSON,

And other Points of Interest on the North West Coast.

Trip will be made through the Grand Scenery of this portion of British Columbia, through the Inner Channels and Inlets to avoid rough water, and will take about 14 days.

The number of first-class passengers will be limited to 44 (forty-four.)

Fare for the Round Trip from Portland, $74 00

Tickets now on sale. For further particulars, reservation of state-rooms, etc., apply to the office of the Northern Pacific R. R., No. 2 Washington street, Portland, Or. A. D. CHARLTON, Ass't Gen'l Pass. Agent.

211 to 810

SPECIAL SAILING

TO ALASKA

P. C. S. S. CO'S

STEAMER "IDAHO"

Will leave Portland August 3d, Tacoma and Port Townsend August 6, for Alaska, in order to accommodate the many tourists desirous of making the trip.

Tickets can be purchased and staterooms secured at the office of the Northern Pacific R. R., No. 2 Washington street, Portland, Or. A. D. CHARLTON, Asst. Gen. Pass. Agt.

22113

Teeth $10 & $15 per Set.

No Pain—No Bad Effects.

Breathe vitalized air for painless extraction of teeth. Filling from $1 00 upward. DR. CHAS. T. PREHN, Dentist, Room 73 Union Block, First street entrance.

DR. F. W. PREHN,
Graduate of Philadelphia Dental College
Vitalized Air Administered.
Room 56, Union Block. Entrance from Stark street.

C. E. Geiger, M. D., Homœopathist and Surgeon.


NEWSPAPERARCHIVE®
NEWSPAPERARCHIVE®

## ...UP THE SAWTOOTH COUNTRY.

...Development of That Mining Region—Good Prospects.

...Wool Production—Trade and Improvements in Progress—Immigration Sought for—Large Shipment of Horses to the East.

Special Correspondence of The Oregonian.

ARLINGTON, Or., July 28.

A short journey and a brief one made to ...e south of the Columbia and east ...e Cascades gives opportunity for writ... a few facts concerning that prolific re... in harvests and its expectations. Not ...g so it was considered sterile and worth... for the interests of agriculture, but time ...s brought thousands of families to fill up ...d develop the so-called waste places and ...e them wonderfully productive. The ...hman, who herded his cattle and horses ...n the Blue mountains, was a scoffer ...t agriculture was talked of, but has ...d to be run off by the farmer, who grows ...undance all things earth can produce ...the latitude.

...e Dalles is very prosperous in good ... but the low price of wool has de... trade, and wheat does not bring the ...ey at a reasonable price. These facts are ...rvable, but the people live and wait ...better days that are sure to come. ...ing that wheat has been but recently ...ow here, the output is remarkable. Mill... tons left each the railroad from Wasco, ... and Morrow counties, and the work ...ering has scarcely commenced. Wealth... hauls to this place 25,000 bushels ...s farm twelve miles back. Every ... the grain yield must increase and farm... become more reliably the means of sup...

THE OUTLOOK FOR IMMIGRANTS.

...e fact worthy of notice is that very little ...gration has come from abroad. Settle... has come mainly from Western Ore... and other portions of the country east ...e Cascades.

...ople here complain that there is no ...e made by the Oregon bureau of immi... to send population here, and they ...ve few accessions. In reality, this por... of Oregon offers great attractions. It ...dry and arid to a healthy degree, but not ...xtremely so. There are few springs, but ...n can be dug and water generally comes. ...ll brings grain, grasses, gardens and ...s of great excellence and in abundance. ...ed land can be had at low prices and on ...l terms, and considerable of the public ...n is yet open to homestead and pre... Oregon has no better homes to ...e-comers and no surer show for crops ...the land is rightly and intelligently ...ed. Wasco, Gilliam and Morrow are ...e that will, in fair time, produce im... crops, and have already made a good ...ing. Farmers who have learned how ...ermain this dry upland succeed in making ...average crops and seldom fail to do so.

SOMBRE SUCCESSES.

...e present spring prospects were unfav... as a time when they usually are at the ...e of the early spring was gracious and ...ything promised well. May came with ...ooth that seemed to insure a famine. ...it was over there was apparently no ...e that all the region comprising Eastern ...e would produce enough grain for ...ir own need. The cosiness of the region ...e shown by the fact that June rains revived ...e forsaken crops and added millions of ...els to the present yield. Where there ...e drouth and famine in prospect, genial ...e secured plenty and prosperity. It is a ...arkable country where such revival of ...ture is possible.

...r. James Blalock has a farm not over ...e miles from Arlington, and has proved ...e successful as a wheat producer. Two months ...e he gave his crop up as a partial failure, ...ing the probable output as 2000 bushels. ...e was in town a few days ago, and claimed ...e the rains of June and July would in... him not less than 6000 bushels. This is ...favorable year for corn. There are some ...e pieces of this grain growing near the ...r along the road, and much greater ...antity on the upland. Grapes and peaches ...e doing well. They grow in profusion ...e along the Columbia and should be cultivated ...extensively to induce campers to start enter... ...rprises in Oregon. Wasco county claims pre... ...eminence in fruit-growing, but fruit can be ...grown in many places along the broad Co... ...lumbia.

...The last of May it was asserted that Uma... ...tilla county would not have over half a crop ...of grain, and counties west of there would ...all fail. Now we are gleefully ...eet with total failure. Now we are gleefully ...told that crops about Weston and Centerville, ...and all but the lands nearest the Columbia, ...will make a good yield and the wheat be of ...No. 1 quality. Prospect farm is not a suc... ...cess, neither is it exactly a failure. In some ...parts the grain is fairly good and in others ...not worth cutting. The same is true of ...much land similarly situated in this and ...other counties. The season has surprised ...many by its being more favorable than they ...had dared to hope. The feeling among ...farmers is that they have escaped a serious ...danger, and they have more confidence than ...ever in the reliability of their country. East... ...ern Oregon offers great inducements to ...settlers.

A GREAT WOOL TRADE.

Arlington is remarkable for the quantity of wool handled. Mr. W. G. Brown a leading attorney, has been at pains to investigate the statistics of wool-producing countries, and asserts that no two stations, where wool is taken direct from the producer, any where in the world, ship as much wool to the world's great markets as go from The Dalles and Arlington. Three large warehouses and one wool press do business here. Last year's shipments are said to have exceeded 5,000,000 pounds. As The Dalles the figures were a little more than that, so the two places handle over 10,000,000 pounds, which is nearly two-thirds of the Columbia river clip. This year wool is lower than ever in price, ranging at Arlington from 10 cents to 13 cents per pound. The best wools come from Grant county; price depends as much on its cleanness as quality for much of this East... ern wool is in reality three-fourths alkali soil and sheep manure.

Inquiry shows that a large business is done at this new town, Arlington. Two general merchandise houses have sold $125,000 worth of goods in a year, and a house dealing merely in dry goods and groceries sold $90,000 worth. Times are supposed to be hard, but a sale by assignee's sale in $1000 cash last week. The fire that devastated the town last spring was a serious injury to business, but the rebuilding has been of a more permanent character. There are five brick structures, and hereafter brick buildings will be in order.

The city council is trying to have the town made attractive by planting shade trees. Poplar and locusts grow well without irrigation. Arlington has a bleak look that accords well with the desolation along the Columbia. There is a company engaged bringing in water for a permanent supply. With water to keep them, trees can soon make a grateful shade.

WANT OF POPULATION.

The complaint is made that this region is neglected by those who pretend to work up the material interests of Oregon. There is actually no immigration and no new comers. Offering such facilities and advantages of climate and soil, prosperity and health, it is remarkable that it receives so small a proportion of the gains in population. As a farming region it is not excelled, as is shown by the success achieved by men who have managed well and shown intelligence and industry. Such men have opened farms and grown large crops, and there is room for thousands to do likewise. Lumber can be bought at a low price and fuel is obtainable in the same way. The railroad and steamboat supply all needs, and wire fences are not expensive. The case with which a new-comer can commence farming operations is worthy of notice. No land to be had on the same terms in Western Oregon can be so cheaply improved and occupied, and so easily and economically farmed.

HORSES TAKEN EAST.

Mr. Nate Baird, of the firm of Baird Bros., Arlington, has just returned from a three months' journey at the East. He took on a train of twenty cars of Gilliam county horses, numbering over 500 animals, that were sold in Chicago and other cities. They were sold on a range of from $50 to $110 each. He found that small horses were rather poor property that yielded up profit. He paid $280 for each car, and the entire cost of transportation, feed and care was $16 a head. Small horses were not in demand, and sold so low that his profits were eaten up by losses they caused. Large horses paid a fair profit and compared well with horses brought from other sections.

A large number of horses are raised in Eastern Oregon and shipped East. Only a few days ago one lot of 150 were shipped from here and many shipments are being made. It will be interesting to know how many horses are raised in these counties and what becomes of them. A great many are shipped below and find a home market in Western Oregon or on the sound. As a general rule the horses raised in Eastern Oregon are not equal to those grown in Western Oregon, where farmers keep a few mares for farm work and breed them to good draft stallions. The horse ranches of this section were stocked at first with half-breed mares, or the pure Cayuses, and have been gradually improved by crossing with good sires. They are usually very hardy and tough, and for their size are good stock, but they are not the style, or size, or kind of horses needed by great cities east of the Rocky mountains. Oregon and Washington—east of the Cascades—grow a great many horses and ship many thousands East, to towns all along the Northern Pacific in Dakota and Minnesota, as well as to the different cities, including Omaha, Kansas City and St. Louis. Durbin Bros., formerly of Salem, recently shipped 150 head East from Arlington, but they have too much experience to send small horses; all they sent were of full size. Mr. Baird says he learned two things—not to ship small horses East, and to break them to work and be handled before shipping them. Untamed stock do not take well in the East; they want animals that will go to work.

AN ARTICHOKE RANCH.

Near Quinn's Station, which is above the mouth of the John Day river, there is a novel attempt at farming and hog-raising, now abandoned. A man came along with his family and camped there in his big wagon. He plowed up the scab land, which is mostly sandy alluvial and planted artichokes. When these got sufficient growth to answer a purpose he turned hogs in to fatten. Many of his hogs got on to the track and were killed, and he had so much trouble that he has abandoned the ranch. A fellow-passenger gave these facts, but did not know particularly if the artichokes answered the purpose of fattening swine. In the older states they grow 10 to 12 feet high, while on the Columbia, above Quinn's, the stalks stand only 4 to 6 feet high.

MANNING, HAYDEN & HAYS,

Real Estate Brokers, Office Opposite Tacoma Hotel, Tacoma, W. T.

This firm is pleasantly located on A street, opposite the finest hotel north of San Francisco. Mr. Manning is from Dunlap, Mr. Hayden from Panora, and Mr. Hays from Grinnell, all of Iowa. All of these gentlemen have left behind them in their respective homes a reputation for honesty, probity and business ability of a high order. They have a large list of desirable property for sale. They are constantly purchasing for Eastern investors and most carefully and conscientiously select bargains for non-resident investors. Business committed to them is promptly performed. Letters of inquiry addressed to them answered at once. Among all the bright business men in Tacoma none stand higher and deserve more than Manning, Hayden & Hays.

What is the population of Seattle? Yes, sir, fully 22,000. What was it in January, 1887? About 13,000, the year before 9000, and in 1880, 3533. What will it be by 1889? Yes, sir, fully 50,000, and by 1890 it will reach 40,000. Do you think so? Why, there is not a bit of doubt. Seattle has more natural resources and possesses greater natural advantages for controlling these resources than any other city in America, where iron, coal, timber and agriculture are all combined on a given area. There is sure to be great wealth follow their development, which will bring a great population, and that is Seattle in a nut shell; but write Eshelman, Llewellyn & Co. for more pmol.

Clough & Graves,

Real estate dealers of Spokane Falls, have a large list of bargains on their books, consisting of business and residence lots, acre property, etc. Write to them.

## THE VACATION OF A NOBODY.

### It Concludes After Many Novel and Interesting Adventures.

#### His Catches of Fish were Prodigious, and Won Him Much Fame--A Revengeful Logger Baffled--A New Parrot Story.

The evening I returned from Oswego I met Albert and Arthur Smith. The boys had rented Dr. Wickerson's little bit of a steam launch Lena, and were going to take a trip to Oak Point. They wanted one more hand to help run the boat, and offered the situation to me. We started early the next morning, Arthur was captain, Albert the engineer, and I was called the purser, but my actual duty was to pass the coal to Albert, who was ex-officio fireman. We had lots of fun, only she burned an awful quantity of coal. By the time we ran down to St. Helens she had burned so much she began to rear up in front. Then we started to shift a heavy sack of coal out on the bow to hold her down, but we lost it overboard. Then she reared up awfully, and everything in the boat slid down into the stern and made it worse. We managed to get her into the bank, below the St. Helens wharf, where there was a pile of square Belgian paving stone. We put in a lot of them for ballast. When we got her trim we found our fuel was nearly gone. There was no coal in the town, so we bought a load of the short ends of pitchy ties, that had been trimmed off at Muckles's mill, and then we started out again. But Arthur forgot to haul in the stern line, and, dragging behind it got foul with the screw, and wound around the propeller shaft, forcing it out of the coupling, and cracking the bed-plate of the engine clear across it. We floated helplessly down six miles below Columbia City, when we met the Ordway towing up a raft. The captain took pity on us and sent a small boat out, and the men tied the Lena to the tail end of the raft and towed us back to Portland. We were nine hours going up. We don't know yet what the Ordway will charge for towing us, but the iron works man says he can make the Lena as good as new for $75. A pedestrian tour is good enough for me hereafter.

The next morning, taking nothing but my fishing tackle, I went down to the mouth of the river on the Bonita and struck out across the Columbia river bottoms in a general direction towards the mountains. About noon I came to a large stream that looked like a canal, its width and banks were so uniform and even. A farmer that I met on the road informed me that this stream was Lake river, and that further up a small creek emptied into it that was full of trout. I walked on up to the creek and found it was a delightful place to fish, shady and cool, where I could sit down and cast my line in and out over the riffles. In four hours I caught 206 trout. Late in the afternoon I began to look around for a place to stay over night. The mainland side of Lake river is a high bluff running off into a tableland, and is heavily timbered. Before long I discovered a road winding up the hill from the river, which I followed until I came to a logging camp. There was no one around but the cook. He agreed to keep me over night for my fish. I was pleased with the bargain, as the trout weighed about sixty pounds. When the loggers came in at 6 o'clock and heard of the supper bill of fare, I became popular at once. There were about twenty men in the camp. After supper the foreman made me up a good bed in an empty bunk, and as I was very tired I turned in early. Before I went to sleep I heard the men in the other bunks telling hunting and fishing stories.

One young fellow said he took a job splitting rails over on Lewis river, last fall, at the same time that some hunters came down from Portland with a pack of hounds, to run deer in that vicinity. He chopped a tree down one morning, and while he was measuring it off in rail cuts he heard the hounds coming close at hand and right towards him. Then he saw the runway would bring the deer close to the side of this tree. He knew that a deer never looks up when running, so, quick as thought, he climbed upon the butt of the tree, and in a second here came a big buck, which he knocked in the head with an ax as it passed under him. The young man went on to say that he cut no more rails out of that tree. Leaving it just as it was he would run over there and get upon it every time he heard the hounds coming that way, and in three weeks he killed thirteen deer there, besides splitting 300 rails every day.

After breakfast the next morning I went out and watched the loggers at work. It is interesting to see how skillfully a teamster will handle six yoke of heavy oxen. A full load of logs—5000 to 10,000 feet—on the skid road will weigh 60,000 pounds. In starting such a dead weight if the oxen do not all pull together, or if they start prematurely, the result is broken chains, bursted yokes, unlimited profanity and motionless logs. An experienced and skillful driver walks slowly alongside of the oxen, speaking quietly to each pair, when they all make one step forward taking the slack out of the chains, and every team pressing easily against their yokes. When the teamster sees that every ox is in line and ready, he suddenly pronounces a magic word—that sounds more like "yape" than anything else—makes an exceedingly ugly flourish with the terrible goad stick, and then each great ox throws his weight into the yoke and the load starts easily away to the river. A good ox teamster that can shoe his own team, receives $125 per month wages, while an accomplished typewriter and general office-work man, struggles along at $7 a week.

The foreman of the camp told me of a very singular attempt at revenge that barely missed being a success. It happened last summer at their chute. One of the hands in the camp had recently married a young woman living in the neighborhood. They went up to Portland for a wedding journey, accompanied by the bride's mother, who insisted on going along, to the great amusement of the boys in the camp. The afternoon they returned home they were to sail up the river from the steamer landing to their house in a boat belonging to the loggers. The teamster employed at that time had been refused by this same girl and had invented a dastardly scheme. He knew about the time that the bridal party would pass by the foot of the logchute in the evening. That night when the teamster hauled in his last load he left one immense log at the top of the chute so nicely balanced that the least touch would send it down. One of the rafts had

...hat, and she made a ...and did not grow on ...ack to Portland. When ...an walks my landlady ...hould leave her house ...

...wn this evening to say ...rgue about the time I ...have to take my place ...

HENRI CORVELL.

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...SURANCE COMPANY

Whose Success is One ...Cause for Congratulation.

...surance Company, of ...Hartford only recently ...one of the substantial ...Only Oregon, but of the ...leading features of the ... which has contributed ...sperity, is the fact that ...mely, $500,000 is not ...t, representing only a ...held by representatives ...t the leading towns of ...top territory. Indeed, ...ck was yet for sale at ...o blocks were refused in ...iginal design which con...ibution of the stock ...ber of people. It can ...s that the company has ...a valuable clientage of ...ir location of the diversity ...ir risks represented, will ...ly in the future. The ...mpany is William F. ...long and varied experi...ce business. Those in ...e of the company's ...familiar not only with ...e such institutions but ...e risks which it will be ...company to undertake ...e company is essentially ...and patronage extended ...an organization which ...burden of the interests ...which it is loyal. The ...resources are extensive ...with the demands of the ...will be conducted con...e patronage it so far as...t character.

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...N EASTERN OREGON.

...racts of the business of ...office for the year end...furnished by Register ...that a vast amount of ...up in Eastern Oregon, ...ably the largest business ...and the large areas still ...that this business will ...d instead of reduced in ...

| | |
|---|---|
| ...e-emption timber | ... Acres. |
| ...tries | 38,882.58 |
| ...entries | 24,475.71 |
| ...ies | 3,956.86 |
| | 759.73 |
| | 64,254.71 |
| | 22,095.09 |
| | 1,020.34 |
| | 1,127,766.61 |

...ied 638 pre-emption de...3 pre-emption D. S. on ...bounty land warrant, 3 ...entries, 7 mineral land ...

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...s Board of Trade.
...e of Spokane Falls is a ...y of men. They are all ...business men who have ...e at heart. They have ...tments in which to trans...ed with Brussels carpets, ...of antique oak furniture, ...furnished board of trade ...ory. A. H. Clark is pres...dent vice-president, Fred ...president, E. A. Routhe ...Cutter treasurer.

...e business call at Eshel...o.'s offices, the propri...dozen lot showers, all ...iving and departing from ...ith investors viewing the ...erties.

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...ty of Edes & Wolverton, ...Spokane Falls. See adver...

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...Pacific Railroad, the dinning ...n east. Office, No. 2 Wash...

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...Co.

...E,

...ES,

...of the Upper ...ck and ...ons

...East or West read ...n Company

...R...

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...AXWELL, ...and Ticket Agent.

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# WASHINGTON CITY LETTER.

## Interesting Matters of Interest to the Northwest.

Other But Supplies Details of Divers Matters Not Fully Supplied by the Telegraphic Reports.

(Special Correspondence of The Oregonian.
WASHINGTON, July 22.—On petition of M. Williamson of Canyon City, who was a delegate to the St. Louis convention and a member of the committee to notify President Cleveland of his renomination, Senator Dolph has introduced a bill calculated to give Hellman a hearing in the matter of his claim for reimbursement for supplies furnished the quartermaster's department and transportation acted upon adversely in the forty-ninth congress. The bill provides that the secretary of war shall cause to be paid to Hellman the amount of $5,542 55, the balance due him on a contract of May 23, 1871, for the quartermaster's department, for the delivery of grain at Camp Harney; and the further sum of $550 72 currency due him for lumber furnished at Camp Harney, under the same contract with the commissary department, dated July 5, 1871. And he is further directed to cause to be canceled all claims and damages held by the commissary department against Hellman, by reason of his having been prevented from complying with such contracts by reason of unforeseen and unavoidable accident."

The committee to which the claim was referred in the forty-second congress rejected the same for what they averred was good reason, the conclusion of that report of the committee said: "It seems to the committee that there was an entire failure on Mr. Hellman's part to comply with his contract. In our view it was not an excusable failure; but whether excusable or not the injury to the United States is the same. They have in part paid in coin in consequence of his default a higher rate per pound, by 11 cents than they agreed to pay him in currency. Congress is asked to remit the entire sum, and account with Mr. Hellman as though he had never made and violated the contract. We have not the means; nor would it be profitable if we had, to investigate the integrity of the transaction which Mr. Hellman investigbe against. The charge of corruption is sustained by a single witness, who claims to have been stationed at the fort, (in what capacity is not stated) at the time the flour was transported upon the backs of government mules. We know nothing of the character of the witness or his claim to credit. It is enough to know that if it be all true as charged by him and the memorialist, it does not make a case for Mr. Hellman.

AT MARTHA'S VINEYARD.

Senator Dolph's family have all gone for a few weeks to Martha's Vineyard. The senator himself is thinking of following them as soon as his anti-Chinese bill passes the senate. Being a member of four important committees, and being active in connection with the work of each, Mr. Dolph has been quite overworked and feels the need of rest. During the past week he has been busy in connection with the Washington territory admission bill and that relating to Chinese immigration, and could not get away, but he hopes to do so for a few days next week.

ALASKAN MATTERS OF INTEREST.

Though Speaker Carlisle, some months ago appointed a committee to investigate certain charges concerning the seal fisheries of Alaskan waters, nothing has yet been done. Chairman Dunn has, so far as known, taken no steps in the direction of the proposed investigation, nor is it known that he will yet do so.

The senate bill No. 3077, recently reported by Senator Dolph from the public lands committee, relating to a new arrangement of existing U. S. land laws, the white citizens of Alaska will find in sections 14-17, inclusive, the long-expected action in favor of giving them the right to own the land upon which their town sites are located, cunning factories and trading stores stand. Senator Dolph says that this bill will meet the approval of the house in all of its essential details. He is not extended to Alaska the full scope of the homestead act, simply because, in his judgment, there is no warrant yet for so doing. He has made a trip recently to the southeastern section of that region, in which about nine-tenths of the few white people now residing in Alaska live. There is no sign of agricultural effort made anywhere, and no one expressed to the senator any belief in such settlement, but all that is needed now from congress was the relief which is afforded in the sections of his bill above cited.

RIVER AND HARBOR APPROPRIATIONS.

The appropriations for Oregon and Washington territory rivers and harbors, as contained in the river and harbor bill, when it left the senate were left unchanged by the conference committee. The senate has not yet taken action on the conference report, but there is no doubt it will adopt the same, in which event it will contain the following appropriations for Oregon and Washington territory: Entrance to harbor at Coos bay, $30,000; Yaquina bay, $150,000; Tillamook bay and bar, $5200; canal at the Cascades, $50,000; Upper Columbia river, including Snake river, Oregon and Washington territory, $100,000; the mouth of the Columbia river, $500,000; Lower Willamette and Columbia rivers, in front of and below Portland, $100,000, of which sum, $10,000, or so much thereof as may be necessary, may be expended in dredging the bar at Skamokawa, on the Columbia river; Willamette river, above Portland, $29,000, of which sum $14,000, if deemed necessary by the secretary of war, may be expended in revesting the Willamette river above Corvallis, to prevent the threatened change in the channel of the river at said point; Coquille river $25,000, of which $5,000 is authorized to be expended for snagging and improving Coquille and Myrtle Point, Coquina river, to complete, $2,000; gauging reports of the Columbia river for fiscal years ending June 30th 1888, and June 30th 1889, $2,000; Chehalis river $2,000; Cowlitz river $2,000; Skagit, Stillaguamish, Nootsack, Snohomish and Snoqualmie rivers $15,000, of which $5,000 shall be used for a snag-boat for both. The secretary of war is directed at his discretion, to cause examinations or surveys, or both, to be made, and a report of, improvement to be estimated for the following localities: Willamette river and bar, Clackamas river, Multnomah river, Nehalem bay and bar, Young's river and its tributary Klaskanine river, Coquina river, in the state of Oregon; separate surveys and estimates to be made, first that portion of such river between Scotsburg and the mouth; and second, of that portion between Scotsburg and Hart's mill, near Elkton. The secretary of war is authorized and directed to appoint a board of three engineers from the United States army, whose duty it shall be to thoroughly examine the obstructions to navigation in the Columbia river at The Dalles and Celilo falls, and at Three and Ten Mile rapids, and report to the secretary of war on or before the first Monday in December next, as to the feasibility and advisability of overcoming said obstructions by means of a boat railway at The Dalles and Celilo Falls, and by widening, to a navigable status for large tonnage river boats, the channel of said river at Three and Ten Mile rapids, accompanied by careful and detailed report, with estimates of the cost and a statement as to the usefulness of such improvements to navigation and of their relations and value to commerce; and said board shall also report at the same time as to any other plan or project for overcoming said obstruction at said points, whereby said obstructions to navigation may be removed, which in the judgment of said board may be deemed either more desirable than the plans or worthy of consideration by the secretary of war and congress, and shall report detailed plans, with estimates of the cost of such proposed improvements and as to their relations to commerce and usefulness to navigation; and said board is to report which of said projects is by it deemed most advisable. And the secretary of war is to submit said report to congress at its next session, with his own views and those of the chief of engineers of the United States thereon; and the sum of $15,000, or so much thereof as may be necessary, is appropriated to defray the cost of making the examinations and survey and the expenses of said board.

FAVORABLE REPORT.

The house committee on territories has made a favorable report on Delegate Voorhees's bill to confer upon the authorities of Garfield county, Washington territory, the power to issue bonds for school purposes and provide taxation to pay the same in accordance with the result of the election held on the 19th day of May last.

A bill to pension William Meyer of Albany, Oregon, who served in the Forty-ninth Illinois regiment, has been reported to the senate from the committee on pensions with a favorable recommendation. He is totally disabled.

REIMBURSEMENT PROPOSED.

On motion of Senator Mitchell an amendment has been adopted to the proposed deficiency bill to reimburse William L. Adams, late collector of customs of Astoria, Oregon, moneys due him from the the United States as such collector on final settlement of his accounts.

C. C. Beekman of Jackson county is visiting the city. G. H. W.

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## THE HOTELS.

NEUCHANTS'.

| | | | |
|---|---|---|---|
| C L Burger, California | | L B Abell wf, | Neb |
| Miss A Funder, | do | C A Abell, | do |
| Miss N Funder, | do | Miss A Abell, | do |
| H S Gossage, | do | Miss R Abell, | do |
| D R Payne, Texas | | A Wynton, Oswego | |
| Miss G Payer, | do | W Hamlin, | do |
| Miss F Payer, | do | J Astorberg, | do |
| F Phillips, Nevada | | E H Barry, Mich | |
| F D Markham, Tacoma | | P G Peyce, Penn | |
| J B Olinger, | do | F H Thompson, | do |
| F M Donnelly, | do | H Hunter, | do |
| G F Griffin fm, | do | A Alston, | do |
| Miss Nellie Foley, | do | P Boyce, Mich | |
| A D Griffin fm, | do | J Palmer, Ont | |
| W B Goode, | do | T W Elliott, Stockton | |
| F M Lucarich, Rosburg | | F H Means, N Y | |
| Contract of date of July 5, 1871, said Hellman having been prevented from complying with such contract by reason of unforeseen and unavoidable accident." | | Miss Bowen, Cincinnati | |
| | | C W Hibbitt, Louisville | |
| | | O G Jennings, N Y | |
| | | J A Fulch Spokane | |
| | | P Fiordo, Chicago | |
| | | Neil Warner & w, Mutreal | |
| | | G L Brown, Minneapolis | |
| | | J E Story, N Y | |
| | | F T Dundee, Detroit | |
| | | Mrs Speigle, Boise City | |
| | | W T Small, St Paul | |
| | | J Evans, Tacoma | |
| | | J L Lyons, Kalama | |
| | | Miss S C Murphy, Ky | |
| | | Mrs F Stanford, Juneau | |
| | | H T Cramer, St Paul | |
| | | J C Proctor, Walla Walla | |

INTERNATIONAL.

| | | | |
|---|---|---|---|
| E J Roe, California | | C C Burgess, McCoy | |
| C Anderson, | do | F Le Lalie, | do |
| E Anderson, | do | A L Martin, | do |
| W R Hawley, | do | M Williams, | do |
| J Olsen, | do | Geo Beckman, | do |
| A Green, | do | P Suttle, | do |
| F H Sheold & w, | do | J Shiels, Marion | |
| L Osterdahl, Sweden | | O J Mehl, Knappa | |
| Lina Petersen, | do | M N L Brooks, Nasal | |
| F O Christrom, | do | S Wylie, | do |
| A Lendgren, | do | B Crasen, | do |
| N Kleppenbach & fy, | | D S Chapman, | do |
| J Jullmers, Kansas | | C F Conway, | do |
| W McElfelsia, | do | T J Brisendem, Tenn | |
| W Kennedy, | do | W C Hendrick, Iowa | |
| N Surer, | do | H F Michaels, Dallas | |
| T B Hamilton, | do | Miss Anderson, Norway | |
| M Erickson & fy, | do | C H Jones, Jefferson | |
| J A Husby, | do | H Leach, Salem | |
| D Thomas, | do | F E Advis, Shedds | |
| G W Dill, | do | C P Farrel, Salem | |
| Will Johnson, Eugene | | W Duaneys, do | |
| Dora Westerdorf, | do | F R Butterfield, Neb | |
| A B Myers, | do | Ed Weede, Billings | |
| C S Lippencott, Omaha | | J W Neudenhall, do | |
| H J McPadden, Canada | | Miss Erickson, Sweden | |
| G Long, Pendleton | | Miss Olsen, | do |
| E Ulrich, Laurel | | | |

QUIMBY.

| | | | |
|---|---|---|---|
| E B Booth, San Fran | | O E Crause, Milwaukee | |
| F L Leslie, | do | E M Kunkel, Tacoma | |
| C Lie, | do | N Knudsen, City | |
| James Boyd, | do | G D Smith, Seattle | |
| A Richardson, Canton | | A Brandon, Albany N Y | |
| W Wells, | do | N McDonnel, Glenab'g | |
| J G Crawford wf, Man'tr | | John Catto, | do |
| G W Franklyn w, Chi'go | | H C Buckley, Kan City | |
| J Mack & w, | do | W W Campbell, | do |
| E F Sleck & wf, | Neb | W H Exter & wf, | Kansas |
| Miss Allen, | City | Miss Rita Smith, | Hamb'l |
| Miss Cummings, | City | Frank Temple, | do |
| F A Keltzel, | Corvallis | A McCabe, | Dalles |
| H H Feitis, St Lawrence | | N W Gooch, | Woodburn |
| H G Collard, | Ruby City | W T Gourt, San Francisco | |
| F Fascon, | Tacoma | R Claibourne, | do |
| C P Holgate, | do | B W Mastin, | City |
| C Owens, | City | H Ryder, Masillon | |

Mcintyre & Heath Minstrels—

| | |
|---|---|
| Jas McIntyre | T K Heath |
| Joe Lang, manager | Harry Armstrong |
| E Manning | G Talbot |
| J L Somers | Horace Rushby |
| Everett Stuart | Prof Hand |
| T Thomas | Cecil Beebe |
| Frank Bryson | Ed Hogan |
| Lon Wells | Claude Manker |
| Will Rowe | |

ST. CHARLES.

| | | | |
|---|---|---|---|
| C Warren, Salem | | D W Cummings & fy, | Salem |
| H Faurat, Chicago | | B Stein, Wash Ter | |
| H Nice, Alsea | | T B Handley, Hillsboro | |
| H G Mitchell, St Helens | | E Fitzgerald, San Francis | |
| A Y Tower, St Johns | | F D Barker, Lake River | |
| G C Coleman, Seattle | | J N Smith, | do |
| G F McNally, | do | L Charlebois, Vancouver | |
| J Porter, Tacoma | | J W Beaver, California | |
| J Gilbert, | do | H P Fredrickson, | do |
| J W Trunnion, | do | L Bell, | do |
| J Davis, Seattle | | J G Bruce, Silver Lake | |
| P Lovelle, | do | J D Smith, Baker City | |
| H Pietch, Chicago | | Miss Phillips, Lewiston | |
| W C Fricke, | do | G P Holman, Baker City | |
| S Caswell, Ontario | | Mrs N Clark, Oregon City | |
| H L Lovering, | do | F Hockersburn, Albany | |
| F Ritz, Walla Walla | | O S Edwards, Ritzville | |

BOLTON.

| | | | |
|---|---|---|---|
| N G Everson & wf, | | The D G McCarthy, | Vancouver |
| Geo F Hanson, N Y | | Alex Wallace, | Astoria |
| W S N Barnes, The Dalles | | K H Bailey & s, | Sacram |
| F P Mays, | do | Mrs J C Haynes, | Seattle |
| J S Johnston, St Louis | | D H Edwards, | do |
| G A Johnston, | do | Geo E Fish, | Albany |
| E Doon & w, | Oberlin, K G | H Mayhew, | San Fran |
| T W Rutherford, | Marion | | |

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King county has veritable mountains of iron ore of the best quality hematite for making Bessemer steel at the original smelting. All of this enormous wealth is within forty miles of Seattle, on her Seattle, Lake Shore & Eastern railroad. These iron veins as well as the road are controlled and largely owned by Seattle citizens. Seattle will reap the benefits of both. On her water front will be miles of factories and mills. On her harbor will float the fleets of all nations. Into the pockets of Seattle's business men will pour a golden stream of wealth, and all property-owners will become the Astors of the Pacific. For full particulars, apply to Eshelman, Llewellyn & Co.

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Through Pullman sleepers and dining cars; also second-class sleepers through to the east via Northern Pacific Railroad. Office, No. 2 Washington street.

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Eshelman, Llewellyn & Co. have never halted in their advertising Seattle from the very first, and have sent and are sending out tons upon tons of printed descriptive matter each year.

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Use Rose Pills.

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# POLITICAL DRIFT.

## Current Matters of News and Discussion.

Free Trade Creating a Stampede from the Democratic Ranks in West Virginia.

WASHINGTON, July 24.—A dispatch from Wheeling, West Virginia, says the greatest political revolution ever witnessed in West Virginia is now in progress. When the president issued his free trade message, last winter, the republicans said here that it would make West Virginia a doubtful state. Later, when the Mills bill was introduced, many democrats who had until then kept a stiff upper lip, began to weaken and admit that the state would be placed in the doubtful list, but when the St. Louis platform was adopted they gave up hope and only waited to hear from the Chicago convention to determine their future course—whether they would remain inactive or support the republican ticket. Particularly was this true of the manufacturers, wool-growers and prominent laboring men, who have been for many years high in the councils of the democratic party. In the interior of the state the movement for Harrison and Morton since the passage of the free wool clause of the Mills bill. To-day fifteen of the most influential farmers of Ohio county came into the city and signified their desire to unite with a republican protective tariff club.

Letters have been received here from leading wool buyers in Philadelphia, New York and Boston, saying that they are obliged to refrain from making contracts ahead, owing to the unsettled condition of the market caused by the action of the democratic majority in congress and the attitude of the present administration. One Eastern firm says: "We have already arranged with London parties for a year's supply of wool at prices now prevailing there in case the Mills bill with free wool passes the senate. We can not promise to have further dealings with you until we are absolutely certain that Gen. Harrison will be inaugurated."

A BIG BREAK IN OHIO.

COLUMBUS, O., July 22.—The Kilbourne & Jacobs manufacturing establishment, of this city, employs a large number of men. Two political clubs, the Harrison and Morton and the Old Roman clubs have been organized there. Quite a number of former democrats have joined the Harrison club on the tariff issue, but a break came yesterday when Andrew Liebold, the vice-president of the Old Roman club announced that he could not support Cleveland.

In an interview, Mr. Leibold said: "I am 30 years old and have voted the democratic ticket straight ever since I was 21. I have acted as a delegate to a number of conventions in Franklin county. I am engaged in a firm as foreman in one of their shops. The firm is one of the largest consumers of American and English plate steel in the United States. I was elected vice-president of a democratic club recently organized at the works, but I cannot conscientiously serve. I cannot and will not vote for Grover Cleveland for the reason I am a high tariff man in every sense of the word."

HILL DEMOCRATS DISSATISFIED.

Special to Chicago Tribune.

ALBANY, N. Y., July 24.—As the campaign advances the indications that the republicans will carry New York state by an undisputed majority grow stronger. Each day brings forth new converts to the support of Harrison and Morton. The republican electors will receive substantial support from the Hill democrats. In every part of the state the Hill men are aroused against the administration.

CLEVELAND GETS A CONVERT IN ILLINOIS.

PRINCETON, Ill., July 24.—Owen G. Lovejoy, son of Owen Lovejoy, the noted abolitionist of Ohio, has declared for Cleveland on the tariff question, and the democrats have nominated him for congress. The district is republican by 5000 to 8000 majority, and the democrats therefore are quite willing that the new convert should have the empty honor.

THE TARIFF QUESTION IN THE SOUTH.

Birmingham (Ala.) Special:

If the present democratic majority in the national house of representatives think they have the solid vote of the South to hand over to Mr. Cleveland, they are counting on a great uncertainty. It will not be surprising if both the Virginias, North Carolina and Tennessee should cast their electoral votes for Harrison, while South Carolina, Georgia and Alabama will show greatly reduced majorities and a strong leaning in their congressional members toward the principle which the Kentucky statesmen have forced the democratic party not only to abandon, but to attack with all the power of executive patronage.

So it seems that while the democratic congressmen are looking one way their constituents are looking the opposite way. Ever since the St. Louis convention there has been a growing dissent from the platform and autumn message of the president. This dissent is shaping itself in the form of protection clubs organizing in several of the Southern states. A careful correspondent writes from Atlanta that two thirds of the voters of Georgia are for protection. While this may be an exaggeration, yet it shows a strong sentiment for the principle upon which General Harrison stands and asks the support of the American people.

In Alabama there is no less pronounced opposition to the democratic programme in national affairs. Perhaps of all the states Alabama is most interested in maintaining the protective system, on account of the iron and coal interests, which overshadow all her other industries. Last year Alabama produced nearly 300,000 tons of pig iron, being the fifth in this line and surpassed only by New York, Illinois, Ohio and Pennsylvania, the total production of all the states last year exceeding 7,000,000 tons. With the furnaces now in process of construction in Alabama, and others that are projected, we look for the next census to put us second only to Pennsylvania in the production of pig iron, with an output of nearly 1,000,000 tons. With such a future before them, it is not strange that the intelligent voters of this section should be opposed to a policy that would only retard and possibly harm the splendid development now in progress.

As this industrial question is the only issue in the campaign it offers the first opportunity to the South to take a stand on what should be the future economical and financial policy of the government. And considered from the point of view either of producers of raw materials or of manufacturers, the whole of our interests are bound up in protection. The nearer the market for our rice, sugar, wool, cotton and iron the more there will be to the producers of reward for their labors. As manufacturers we have free trade with 50,000,000 in the North, and till we can supply the demand there for the goods that we have, a local advantage in the cost of manufacture, it is idle to talk of a foreign market. So you need not be surprised in November if Harrison and Morton should carry the Southern states I have named, with a good chance for the usual democratic majorities will be polled, for protectionists and all recognize that we must retain our state affairs in the hands of the intelligent class.

THE DEMOCRATIC NATIONAL COMMITTEE MADE UP OF CORPORATION MEN.

New York Sun, Dem.

The national democratic campaign committee this year is chock full of political sagacity and of practical business energy. When this committee meets, with the Hon. William H. Barnum, the chairman of national and executive committees of the same glorious democracy, the room contains a remarkable conclave of railroad men.

The democratic canvass this year is to be managed by railroad men. The four principal figures in the executive management will undoubtedly be Col. Calvin Stewart Brice of Lima, O., and New York city; the Hon. Arthur Sewall of Bath, Me.; the Hon. William L. Scott of Erie, Pa., and the Hon. William H. Barnum of Lime Rock, Conn.

Mr. Barnum is president of the Housatonic and a director of the Housatonic, the Danbury & Norwalk, the Hartford & Connecticut Western, the Jacksonville, Tampa & Key West, the Richmond & Allegheny and the West Virginia Central & Pittsburg—6.

Mr. Sewall was one of the greatest wooden ship builders of the United States; small wooden ship-builders played out in America, and then he turned his able attention to railroad matters. He is president of the Maine Central, president of the Eastern, president of the Portland, Saco & Portsmouth, president of the Portsmouth, Great Falls & Conway, president of the Chelsea Beach Railway and director in those companies, besides the Portland & Rochester and the St. John Bridge & Railway Extension Company—7.

Col. Calvin S. Brice is vice-president of the Lake Erie & Western, vice-president of the East Tennessee, Virginia & Georgia, vice-president of the Memphis & Charleston, vice-president of the Duluth, South Shore & Atlantic, vice-president of the Marquette, Houghton & Ontonagon, and a director of all three companies, and also of the Richmond & Alleghany, the Richmond & West Point Terminal, the Kentucky Central, and the Denver, Utah & Pacific—8.

The Hon. Bill Scott is president of the Erie & Pittsburg, and a director in the Erie & Pittsburg, the Sharpsville, the New Castle & Beaver Valley, the New York, Philadelphia & Norfolk, the Chicago & Northwestern, the Chicago, St. Paul, Minneapolis & Omaha, the Lake Shore & Michigan Southern, the Michigan Central, the Chicago & Canada Southern, the Michigan Midland & Canada, the Toledo, Canada Southern & Detroit, the Richmond & Alleghany, and the Canadian Pacific—13.

The Hon. Arthur P. Gorman of Maryland is a director of the West Virginia Central & Pittsburg.

The Hon. John S. Barbour of Virginia is vice-president of the Virginia Midland.

Mr. Herman Oelrichs of New York is not a railroad man, so far as we know, but he is a member of the firm which is a part owner and the agent from representative of the great transatlantic steamship company, the Nord-deutscher Lloyd.

The only remaining members of the campaign committee are Senator Ransom of North Carolina, Mr. Erskine M. Phelps of Illinois, and Mr. Miles Ross of New Jersey. Perhaps, in a modest way, they are railroad directors, too, but we can't say.

It will be observed that while Mr. Scott leans both Mr. Sewall and Col. Brice in the number of railways which he helps to manage, and while Mr. Sewall is "president of more railroad companies than the other two gentlemen together, Col. Brice is far ahead as a railroad vice-president. He is vice-president of not less than five railroad companies.

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## LIST OF LETTERS

Remaining in the postoffice at Portland, Oregon, July 29, 1888. Persons calling for these letters will please state the dates on which they are advertised. They will be charged for at the rate of 1 cent each:

WOMEN'S LIST.

| | |
|---|---|
| Bloche, Miss V | Meeker, Mrs Minnie |
| Block, Miss Amelia | Milloy, Mrs Allee |
| Bloom, Miss Lyda | McCracken, Miss M J |
| Bluttell, Anna | McKoy, Miss Fannie |
| Burgey, Mrs Sarah | Morris, Mrs N X |
| Burnsey, Mrs I A | Miller, Miss Jennie D |
| Brown, Mrs Judge | Morin, Miss A I |
| Bishop, Mrs F E | McLaughlin, Cora |
| Banfield, Mrs Mary A | |
| Baum, Miss Fannie | Nillgson, Miss Augusta |
| Baker, Mrs Jennie | |
| Belknap, Addie | Olsen, Mrs A M |
| Bellig, Miss Tillie | O'Connor, Miss Theresa I |
| Bundschuh, Mrs J | Osborn, Mrs E J |
| Carder, Mrs Laura | Pierson, Mrs Ella M |
| Carysll, Mrs Ella | Parker, Mrs Susie M |
| Comley, Mrs D | |
| Conlon, Frankie Wilson | Reed, Mrs Sadie |
| | Rubenow, Miss Nettie |
| Daty, Mrs Frank | Rathbun, Dora 2 |
| Davis, Mrs A P | Roach, Jane |
| Dove, Miss Nina | Rosebrook, Miss Lottie 2 |
| Dressler, Mrs Laura Y 8 | |
| Drake, Miss Gertrude | Starr, Mrs Mary |
| Day, Mrs E A | Springer, Mrs Mary |
| Dunning, Mrs Juli Ann | Smallbone, Mrs J |
| | Sweet, Mrs C B |
| Emmett, Mrs Emma | Sawtelle, M D, Mrs M P |
| Evensen, Miss Bessie | Seabury, Mrs Emma |
| Evans, Mrs Fannie | Shearer, Mrs J M |
| | Smith, Lizzie B |
| Fox, Mrs Emily | Smith, Mrs L J |
| Frosch, Miss Emma | Smith, Mrs Cas |
| French, Mrs S B | Simpson, Miss Jean |
| Fadrill, Mrs | Schneider, Miss Maggie |
| | Schmeizer, Miss Mollie |
| Gabriel, Mrs Lottie | Schwarz, Miss Sophie |
| Gearing, Mrs Ida | Smith, Mrs Albert |
| Goforth, Mrs Susie | |
| Greenough, Mrs Keturah | Tenney, Miss D |
| | Tilly, Miss Anna |
| Hagler, Miss Nettie | Trullenger, Miss Florence |
| Hayes, Miss Bridget | Tron, Miss Tugo E |
| Henderson, Mrs J F | Thomas, Miss M |
| Healey, Mrs N V | Thompson, Miss Maggie |
| Hoadley, Miss Lora | |
| Hobbs, Mrs Sarah | Woods, Mrs Jessie 2 |
| Harrington, Miss Hattie | Wood, Mrs Z J |
| | Webster, Mrs Margaret |
| Jaques, Mrs Carrie | Wells, Miss Florence A |
| Jernen, Mrs Ken | Wilcox, Mrs Helen |
| Jackson, Miss Jessie | Worchester, Mrs Kittie |
| | Woodman, Mrs E A |
| Kern, Miss Katie | Wallcer, Miss Mary M |
| Kepper, Mrs Minnie | Walters, Mrs M S |
| Kellogg, Miss Louise | White, Mrs A |
| King, Mrs Sadie B | Williams, Mrs M E |
| | |
| Lindsey, Miss Carrie | Young, Miss |
| Larson, Mrs Esther | |

MEN'S LIST.

| | | | |
|---|---|---|---|
| Agt Chime R R Co | | Graham, Chas | Price, Johnnie |
| Atkinson, J H | | Gray, L F | Porter, J |
| Aims, Jr, Wm | | Graham, John | Porter, E F |
| Abair, T S | | Garder, Henry | |
| Adweu, Will 2 | | | Quinby, E M |
| Anderson, Jas | | Haskins, A J | |
| | | Heinemann, | Randolph, Robin |
| Bliss, Edgar S 2 | | Hemlow, Walter | Reede, Wiley |
| Briggs, Alvin | | Heilen, Jos | Reed, H W |
| Brake, B H | | Heaps, Jas | Reed, J B |
| Bright, Thos | | Hengerford, H | Rhodes, E H |
| Burke, J | | Hoffman, J | Rasser, Gutfred |
| Burnside, Wm | | Horsman, Irvine | Reese, Clyde |
| Bunnell, Roy J | | Honey, Mr | Ready Fit Horse Shoe Co |
| Burton, A Q | | Hollender, W | |
| Bird, W N | | Hodges, W E | Reeves, Olney |
| Binnian, A F | | Horman, S H | Reetz, Chas A |
| Byer, Wm | | Hougham, A N | Redman, Thos J |
| Bates, E N | | Hudson, C H | Rieger, Conrad S |
| Banks, W F | | Hauton, K P | Roe, John |
| Bates, Chas | | Haslinson, B J | Rowlaid, M J |
| Baker, Alf | | Holley, D H | Rogers, J T 2 |
| Barker J M | | Harris, Hyman | |
| Barnes, N O | | Herroff, Edward | Stout, Geo |
| Bartholomew, A | | Hall, W G | Stoffels, Wendol |
| Berg, K M | | | Stayant, A C |
| Becker, L | | Jordan, H M 2 | Solomoh, I |
| Bee, Joseph | | Johnson, N H | Swick, Clarence U |
| Bell, Geo | | Johnson, Leon | Smith, H M |
| Borland, A M | | Jackson, C M | Sweet, C F |
| Boler, A | | | Sattler, C |
| Boscow, Arthur | | Kelly & Co | Satterthwaite, R |
| Boothe, Jr, W H | | Kellogg, L S | Schibrede, C R |
| Bowers, Alex | | Kennedy, D E | Sievers, Amos |
| Busselle, C F | | Kennedy, Richd | Schnell, Victor E |
| Buchler, Ed | | | Tait, Albert |
| | | Last, Alfred 2 | Tillotson, Levi |
| Carr, G | | Leister, M G | Thompson, John |
| Carpenter, A | | Lindeen, L | Thompson, Alex |
| Corbett, Jas | | Linden, Jas | Thompson, H H |
| Cox, A M | | Linthe, John | |
| Coard, A G | | Lane, Messrs E & O J | Stuckey, |
| Corry, the United States Express Co | | Levi, Samuel | Stoecker, |
| Cooks, Fred A | | Levi, Jas | Strohecker, G |
| Colin, Mr | | Lewis, C F | Schling, F |
| Cole, Albert L 3 | | Lawbert, V | Stewart, Sydney |
| Crozier, John D | | | Stettler, Gollfried |
| Chapman, A S | | Miers, Frank | Simpson, Robt |
| Cowle, Thos A | | Meek, W S | Schneider, J A |
| Clarke, Fred W | | Morriman, J N | Schmidt, Jacob |
| Call, Geo | | Merritt, Corlies | Schwarzback, F |
| | | Merrill, D A | Schneider, John |
| Dauneison, P A | | Mills, J S D | Schneiderlin, Geo |
| Daly, Thos | | Mitchell, W T | Smith, Ira |
| Davidson, Prof C | | Mittnaun, Her | Smith, Paul |
| Dickey, M C | | Mitchell, W T | Smith, O M |
| Dickerson, W W | | Munroe, Mr | Smith, Dan S |
| Donnelly, Peter | | Marshall, Edwd | Smith, Thos A |
| Dougherty, H | | Maloney, Jas | Smith, W H |
| Ducharme, Geo A | | McCullon, Chas | |
| Devine, Bernard | | McKinnon, Mr | Tappenden, Wm |
| Dearborn & Co | | McPherson, W A | Tetchell, Victor E |
| Masters F W | | Morey, Steve E | Tait, Albert |
| | | Miller, John W | Tillotson, Levi |
| Erkine & Co, W W | | Milloy, G E | Thomjson, John |
| Emmons, Jos E | | McLaughlin, — | Thompson, Alex |
| Ezzi, Hardiman | | | Thompson, H H |
| Eaton, Chas B | | Nuben, John | |
| Elder, E | | Newcomb, W T | Webster, Prof A F |
| Eancns, Thos M | | Nielsen, N P 2 | Webb, G |
| Everest, Mark E | | Norris, Prof A | Webber, H C |
| | | | Wiltner, Chas |
| Fadder, Eugene | | Ogilbee, Wm A | Wilberton, J E |
| Fox, A W | | Owen, S R | Williman, F L |
| Franklin, G G | | Owen, E H 2 | Wilcox, R H |
| Farron, W M | | Osborn, Clark & | Wolef, Jos J |
| Farrington, J Y | | Omdorff, S E | Woodman & Co, Masers Easter |
| Farrish, Wm | | Patton, L D | Wallace, C A |
| Geoffroy, Ford | | Pearson, K J | White, Reuben |
| Gibson, A F | | Pitts, J R | Whisler, Charles |
| Gibson, Jas | | Picpatt, James | Wallace, C A |
| Goddard, Chas | | Pullman Bros | Wilson, Harry H |
| Godfrey, Prof T J | | Parker, W R | Williams, C W |
| Gregory, E | | Parsons, Albert J | |
| Graham, Thos H | | Park, W S | Young, E J |
| Grant, Mr 2 | | Price, M | |
| Graffs, E Johnson | | Pressel, F | Ziegler, J W |

C. W. ROBY, P. M.

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The baker, strange to say, more than any other man kneads bread.—*Binghamton Republican.*

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## Impure Blood

Appears in a thousand different forms and causes a vast amount of suffering. Scarcely a single person is entirely free from its effects. Hence the necessity of a reliable blood purifier like Hood's Sarsaparilla, which eradicates every impurity, and gives to the blood vitality and health. It cures scrofula, salt rheum, humors, boils, pimples, and all other affections caused by impurities or poisonous germs in the blood. Hood's Sarsaparilla also overcomes that tired feeling, creates an appetite, cures dyspepsia, biliousness and headache, and builds up the whole system.

## Hood's Sarsaparilla

Sold by all druggists, $1; six for $5. Prepared only by C. I. HOOD & CO., Apothecaries, Lowell, Mass.

## 100 Doses One Dollar

FOR THE FINEST GLASS OF BEER IN THE City, go to Frank Kaiser's, First and Pine street.


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TRANSPORTATION LINES.

## FOR ASTORIA! FAST TIME

## Steamer Telephone

(Leaves foot of Alder St., Portland.)

| Leave Portland: | | Leave Astoria: | |
|---|---|---|---|
| Sunday | 8 A.M. | Monday | 6:00 A.M. |
| Tuesday | 7 A.M. | Tuesday | 3:00 P.M. |
| Wednesday | 7:00 A.M. | Wednesday | 7:00 P.M. |
| Thursday | 11:30 P.M. | Friday | 7:00 P.M. |
| Saturday | 7 A.M. | Saturday | 3:00 P.M. |

TUESDAYS, WEDNESDAYS AND SATURDAYS—ROUND TRIP DAYS.

SEASIDE EXCURSIONS

Direct to Tansy Point every trip except Sunday. Close connections at Astoria with Ges. Canby on Tuesdays, Wednesdays, Fridays and Saturdays.

Fare to Astoria, $1; round trip, $1 50. Fare to Tansy Point and return, $2. Fare to Ilwaco and return, $2. All tickets good until September 30, 1888.

Close connections at Kalama to the Sound; at Portland with the O. & C. R. R. and Westside trains. P. & W. V. R. R., Vancouver and Oregon City boats and Eastern-bound trains.

## FOR THE SEASIDE.

The O. R. & N. Company's Elegant New steamer,

## T. J. POTTER,

Will run, on and after July 25, as follows:

| LEAVE PORTLAND | LEAVE ILWACO |
|---|---|
| Tuesday 8 A.M. | Wednesday 8 A.M. |
| Thursday 8 A.M. | Friday 8 A.M. |
| Saturday 1 P.M. | Sunday 6 P.M. |

Steamer will touch at Tansy Point, both ways, connecting with stages for Clatsop.

A. L. MAXWELL, G. P. & T. Agent.

## Portland and Willamette Valley Railway.

SUBURBAN TRAINS

To Oswego, 5:50,

## ROBBED BY MASKED MEN.

### Highwaymen Hold Up a Man Near the Red House.

#### A Revolver Held in His Face While He is Compelled to Surrender His Purse Containing $250.

A young man named D E Clermont was held up and robbed of $250 on the White House road last Wednesday evening Although the robbery was immediately reported to the police the facts have just come to light.

Mr Clermont was seen by an OREGONIAN reporter last evening. He stated that on Wednesday evening he engaged a team at Griffith s stables, on Fifth and Pine streets, and drove to the Red house, about three miles south of the city He went on "I left the Red house about 9.45 o clock and when about a quarter of a mile this side of it two masked men stepped out into the road One a tall fellow wearing a dark suit and a slouch hat caught hold of the reins while the other a short heavy set man wearing a dark coat and light trousers, put a pistol in my face and said

"Get down"

"What for?" I asked in amazement

"That's all right, just get down said the little man who had the pistol He talked very fluently and was very polite The other man who held the horse did not say a word.

After a little bantering I got down to the ground when the man with the pistol told me to produce my pocket book I told him that I did not have any Next I was commanded to show my letter This I did and the fellow coolly abstracted $2 0 in green backs from an envelope and returned my letters, saying

"Keep your letters, you may want to see your girl yet."

The highwayman next went through my pockets and took out $50 returning me about $5 or $4 in small change, which he did not seem to want I also had two watches but the man did not take them After the fellows had gone through me I drove into town and reported the robbery at the police station

Policeman Griffin investigated the case and found footprints in the vicinity of the scene of the robbery He saw clearly that one of the men had gone over a hill, while the other had taken down the road

There is no clue.

### AMONG THE SICK AND MAIMED

#### S. E. Vestal Recovers His Senses After Being Unconscious for a Week—Other Sufferers

Mr B E Vestal, who was so seriously injured in the yard of the Narrow Gauge on Monday last, and was taken to St. Vincent's Hospital, only recovered consciousness yesterday. In addition to a compound fracture of the right arm and two broken ribs, he sustained concussion of the brain and has been in a stupor and at times delirious and although he was able to recognize his friends yesterday and understand his situation his head still troubles him greatly He is however, considered fairly on the road to recovery.

Andrew Cavanaugh who was so severely injured two weeks since while driving out in company with his wife to their farm on Johnson's creek was able to leave the hospital yesterday It will be some time however, before he will be able to resume his duties

Capt. Coe, who is suffering from an attack of paralysis is getting along as well as could be expected and is able to move himself a little

E L. Pangburn who has been in the hospital some time, suffering from general debility the result of an abscess is doing well and hopes to be fully recovered before long

W W Strickland, who while trying to board a moving train at Arlington was thrown down and suffered an injury to the spine is completely paralyzed as to lower limbs He is quite bright and cheerful but absolutely helpless

John Goin, formerly in charge of the wharf-boat at The Dalles, one of whose eyes was injured by a piece of a tool he was coming to the hospital, lost the sight of his other eye.

Angell Both, who was injured by his clothing catching on a pin in a revolving shaft at Weidler's mill, by which he was fearfully lacerated is improving rapidly and craves plenty of food and beer

Peter Nelson, who fell through the frame work of the exposition building last Monday is able to sit up and hopes soon to be out and at work

Frank McAdams, who while barking a log in a camp at Tryon down the Columbia received a severe gash in the side of his knee by his ax glancing is doing well and it is expected his leg may be saved

W. H Anderson who while hauling planks along the rollers in Weidler's mill with a peculiar sharp-pointed instrument called a "picaroo," resembling a small ax with a spiked pole missed a blow and sent the spike clean through his foot is improving, and appears as cheerful as if he enjoyed his enforced idleness

### SPECIAL MILITARY ORDERS

#### Arrangements Being Perfected for the Annual Department Rifle Competition

The following special orders No 83 1 v di rections of Gen Gibbon from the headquarters of the department of the Columbia at Vancouver, W T, have been issued through Assistant Adjutant-General Volmar under date of July 27, 1888

1 Maj John C Muhlenberg, paymaster—Vancouver barracks—will make the payments due July 31, 1888 at headquarters of the department Vancouver barracks Vancouver barracks ordnance depot and Fort Walla Walla Upon completion of this duty Maj. Muhlenberg (who will be accompanied by his authorized clerk) will rejoin his proper station. The travel required in the execution of this order is necessary for the public service

2. Paragraph 1, special orders No — current series, from these headquarters, is revoked

3. Second Lieuts W P Goodwin and W A Kimball, Fourteenth infantry are relieved from the duty assigned them in paragraph 3, special orders No 77 current series, from these headquarters

4—Under the provisions of paragraph 592, instructions in rifle and carbine firing the following named officers are selected to compete for places on the department rifle team of 1888 First Lieutenant J N Allison Second cavalry Second Lieutenant W P Goodwin Fourteenth infantry Second Lieutenant W A Kimball Fourteenth infantry

Lieutenant Allison will report to Vancouver barracks not later than July 30th inst. The travel required in the execution of this order is necessary for the public service

5—Second Lieutenant T P Eastman Fourteenth infantry will report in person at these headquarter on July 30th inst for duty in connection with the annual department rifle competition

### WILL MISS SABIN BE RELEASED?

#### There is Some Difference of Opinion About What the Result Will Be

When the question came up at the last meeting of the board of school directors as to whether or not the request made by Miss E C Sabin for an extension of time in which to give a definite answer as to her acceptance of the city superintendency and principal hip of the High school the matter was the subject of some discussion Miss Sabin when she accepted that position was led to believe that the board of regents had released her from her obligations to the university She claims that it was most positively understood that her name was not to be proposed nor she elected unless the members of the board had signified their unqualified willingness for her to decline. Through some misapprehension or misunderstanding, Miss Sabin found herself in the very unpleasant situation of having accepted of one situation without being relieved from the other

Finding that the board of regents had not released Miss Sabin and that there was opposition on the part of some letters were addressed by Chairman Dodd to the various members asking if they would release the lady Answers it is understood have been received from most of the members or a majority at least—which are of a favorable character None of these letters have been seen by the reporter and the contents are unknown to him but Chairman Dodd at the last meeting in answer to a question from Mr Durham stated that all the responses were favorable to the release of Miss Sabin but one

That member said Mr Dodd did not say that he would oppose it If Miss Sabin said she desired to be released I think there will be no trouble in the world about the board of regents letting her off No doubt about it at all

Mr Durham raised this point Miss Sabin could not be released except by the board of regents holding a meeting considering the matter and voting upon it in regular form There would be no meeting of the regents until August 20th That would be pretty close upon the time for the resumption of studies in the public schools If the board should decline to release Miss Sabin what then? As there seemed to be some doubts as to just what action the board might see proper to pursue would it not be taking a risk which should be avoided? He did not wish to appear captious in this matter but merely to bring this phase of the matter to the consideration of the directors However he said he did not care to involve or complicate matters He supposed that a special meeting of the board of regents could be called any time and that question settled The school board should provide against contingencies and avoid being left in the lurch

Mr Dodd thought there would be no trouble whatever in that direction He felt very certain the regents would release Miss Sabin In his opinion there was not a doubt to be entertained So finally the matter was allowed to rest in that state and the directors granted the application for an extension

Subsequently it has been learned that the regents will hold a meeting in this city August 20 A special meeting could be called at any time should it be only necessary or very desirable to do so When the board adjourned it did so to meet at the call of the president and it had been arranged with the members that the meeting should be held August 20 Under ordinary circumstances according to the rules a special meeting could not be held except on application of five members The only way a special meeting could be held now would be to write to each member of the board and obtain a consent to change the date already agreed upon It is more than likely that no special meeting will be called and that the matter of Miss Sabin's release will be considered and acted upon at the regular one

### SHIPPING INTELLIGENCE

DOMESTIC PORTS

ASTORIA July 29 Steamer Columbia arrived down 7 A M left out 2 0 P M Es cort arrived down 3 P M with Windhover Steamer Alliance arrived in left up 1 P M Fine I M weather clear wind west

TACOMA July 29—Passed in—bark Sunbeam San Francisco

PORT TOWNSEND July 29—Arrived—schr Wm I Witzemann in the straits schr Comet

SAN FRANCISCO, July 29—Arrived Str Arago Coos Bay Bk Emerald Lisbadly bk James Cheston, Port Gamble Sailed Br sh Aristomene Cork Brsh Rahane Cork sh Deutschland Hamburg bkns S G Wilder Honolulu bks Wm Renton Cowlitz and Sugamore Port Townsend bkn Portland coal to sc

#### B. Preusse, Architect

The handsome architectural appearance of Spokane Falls is largely due to the skill in that line displayed by Mr B Preusse the leading architect of the city A large portion of the beautiful structures were built under his supervision

Seattle has over 20 000 population increased 8000 in the last fifteen months, will add at least 6000 more by next January Call on or write Ishelman, Llewellyn & Co. for information about chances to get a foothold in the future great city of the Pacific—Seattle

Use Rose Pills

## HE EXPECTS TO BE CLEARED

### McIsaac Hopes to Introduce Evidence That Will Save Himself

#### Miss Alice Gibson Says That Mr Wilcox Told Her to Remember Nothing About the Affair When on the Witness Stand

C H McIsaac the well known journalist arrested Saturday afternoon on a charge of blackmailing on an information made by Mrs Dr Frances M Murray will have an examination in Justice Puttle's court at 10 o clock this morning unless there is a postponement That was the hour set by the justice Saturday But it is what course McIsaac intends to pursue is a matter of conjecture, and he does not seem to know himself whether he will waive examination or not At all events he will be brought into court at the hour designated for the temporary disposition of his case

McIsaac's arrest is the sole topic of conversation in all circles yesterday both he and the complaining witness having numerous friends No small amount of sympathy was expressed for the young man in appearing from the story told by Dr Murray and her husband Mr L Bimonart and in fact from McIsaac's own statement that he was the cat's paw through which bribe was intended to gather in the $1 00 Dr Murray was the recipient From questions and answers on the stand he had taken in the affair and in confidentially for the detective ingenuity he had displayed

#### WILCOX AS NORTH

An Oregonian reporter started out yesterday to look up John D Wilcox prosecutor of the Ames who commanding prominently in the affair Have a short time ago I the house which I was standing in front of the Gilman House and noticed that Police Judge Deady came down the street and added that Mr Wilcox must be near enough he was coming along behind He told the reporter further accordingly that he had no statement to make and referred him to an article in yesterday's News relative to the arrest of McIsaac in which the entire blame for the attempted extortion was thrown upon McIsaac and a young woman Miss Alice Gibson, and charged that the former fraudulently used the name of the Portland *Daily News* to carry out his scheme At connection with him in the matter was repudiated

#### MISS GIBSON IS NON COMMITTAL

Mr McIsaac was seen at a later hour He was in the room of a confidential friend in the Gilman house and was receiving some very sound advice relative to the proper course to pursue to dispel in a measure the odium which has gathered around his heretofore untarnished name He was very cheerful and apparently happy

Well old boy he laughingly greeted the reporter whom he invited to take a seat and make himself at home Did you call to see me?

That was the object Mr McIsaac was the reply

I suppose it is in connection with this affair I returned the young man with a smile as he settled back in his chair and gave a fresh light to his cigar

That was one idea

Well I am glad to see that you have the idea Some men have not sufficient cause to have that much and he laughed merrily at the joke Then his tone became manly and assumed a grave phase I am dead drunk and blind headed with disgrace of course but the full extent of my disgrace is known to myself and my family The other people interested have told their story but I will not make a statement until the proper time arrives When that time comes I hope to produce evidence that will have a tendency to clear me in a measure Of course I do not expect to be entirely cleared but the evidence I possess will and me materially relieve me that I am in a bad box in a very predicament indeed and but I make the best of it

Further questioning was unproductive of results Mr McIsaac evading them in the most pleasant disposition of words and at the same time The reporter then left

I think that Wilcox is at the bottom of it to a certain extent at least as he was under instructions to him that he should shield him and shoulder all the blame in case of the affair he told Dr Murray in the presence of several witnesses that he was Wilcox's duly authorized agent

#### MISS GIBSON TELLS

The person who was behind the scenes and overheard all the conversation between McIsaac and Dr Murray were Attorney Daniel Sprague Elmer Sprague Leigh Dow and L Bloch All overheard every word of the proposition to call but no more than two were behind the curtain at one time

For confidential reasons it will be that during one of the visits he heard Dr Murray ask McIsaac What would it take to get some one to fix it so that your name was not mentioned by J D Wilcox

#### WILCOX ADMITS DR MURRAY

Elmer Sprague said that during one of the visits McIsaac told Dr Murray that a reputation he had to lose was nothing to him and Mr Hammer had consented to make a way of furnishing him advertisements

Oh yes I have often heard you well spoken of replied Dr Murray

Mr Wilcox has always admitted to me that he attacking you only in the interest of another some of the leading physicians are pitching against your conduct

McIsaac mentioned the name of a leading physician but would not give other names

#### FIXED IT WITH LIBELLER

Mr Wilcox stated plainly to confound Elmer Sprague because he thought after the publication of the other article regarding you that you had a good case of libel against him and he has found out a great deal about you The district attorney feels very sore about this case and will continue to feel sore unless it is fixed up The article to be published in the *News* exonerates him Mr Wilcox had a mortgage on the paper and had to take it It is not so much what the detective says in his affidavit as what is said in the editorials of a paper When anyone takes up a paper he always looks at the editorials Mr Wilcox has plenty of money

I have always heard that he is very wealthy and the lot for

Mr Wilcox has $2 000 at stake which is more than you have

#### TOLD HER TO KEEP MUM

It is reported that Miss Alice Gibson possesses figures in the affair was her to open negotiations for a settlement She is said to have called on Dr Murray several times and told that she knew that Wilcox was preparing for publication and in the full swing of the doctor s character that it could be suppressed or money In this way he gained his introduced McIsaac that his mission was known when he called

Miss Gibson yesterday turned over to Mr Dunbar a note written by McKenzie Sutherland in response to one sent by him by her requesting a meeting It was written on the back of an American Telegraph blank and enclosed in a *Daily News* envelope It was as follows

DEAR DUNBAR—Have arranged to talk with Miss Gibson you will not be on hand Yours truly SUTHERLAND

Mr Gibson expressed a lower opinion than that of others that the letter referred to is John D Wilcox She also stated that she met Mr Wilcox on the street on Monday night and asked him

Is Harry out

Yes he replied I got him out by some hook or crook I am doing but the dirty work

That which has added fuel to the fire as to the whole affair is the fact that Mr Carpenter's bail bond of $1 000 is not understood or the reasons for which it was all done to compel the extortion of money from Dr Murray

There is a larger set to all of this than anything which has yet been developed and a well informed man about town says that Monday will possibly unravel

#### THE WEBSTER TRACT

##### A Beautiful Location for Homes

Among the many beautiful locations or homes for which Portland is noted none are more attractive to the home seeker than the Webster tract situated east of the city proper Charles A Webster was foremost in securing this lovely portion of it as for future use for purchasers that it fell into the hands of a man of such energy and enterprise He has laid it out into charming way with broad thoroughfares and good sized lots and the result is that there is no attention on the part of buyers This fact will be incorporated by itself and in connection to advance in growth of population rapidly and will before long become a good residence city There are many advantages at this place for manufacturing etc A splendid water power of 9000 horsepower capacity is included in the tract which will be utilized for driving the wheels of future factories and before many months we may expect to see the Webster tract teeming with the life and activity of thriving manufacturing village Two lines of cars will run between Sellwood and the city and this fact thereby insuring quick and frequent transit between the two points The growth of Sokane Falls is so remarkable that judging by the past it is safe to predict that in every few years the limit of the city will have reached the dividing line between the two places What will then be the value of property in the Webster tract It is safe to say this to any one who owns property at the present time this favored locality will be well off

Mr Webster who lives a short distance from the tract is also a large owner of property in the vicinity of Albina Mr Burton Hall is also a heavy owner of property in the same locality


Sucker Rubber Packing Factory

We the undersigned manufacturers of rubber packing would say that we have had the Sucker Rubber Packing in use in our factories for the past year and find it to be the best we have ever used and would recommend it to all manufacturers of rubber packing

Portland Rubber Manufacturing Co
Portland Rubber Co
Willamette Rubber Co
Columbia Rubber Co

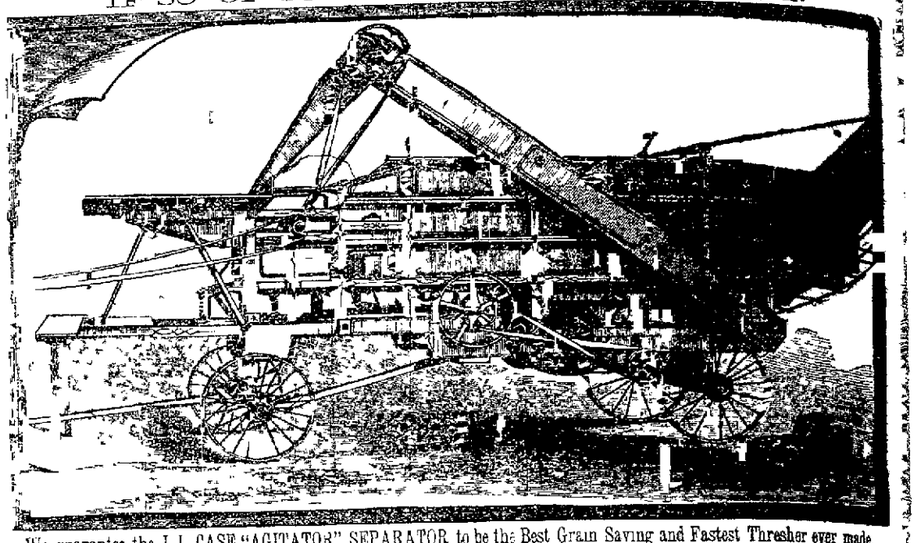
CHOICE PROPERTY FOR SALE

[illegible]

This powder never varies A marvel of purity strength and wholesomeness More economical than the ordinary kinds and cannot be sold in competition with the multitude of low test short weight alum or phosphate powders Sold only in cans
D W CROWLEY & CO Agents Portland

LET THE BEST BE SEEN!

IF SO OF COURSE YOU WANT THE BEST.


We guarantee the J I. CASE "AGITATOR" SEPARATOR to be the Best Grain Saving and Fastest Thresher ever made.

We have over five hundred of these celebrated machines in use in Oregon and Washington, all of which are giving the highest satisfaction We are prepared to furnish our statements from the leading farmers and threshermen to prove this claim. There are twice as many Agitators sold and used in the aggregate in the United States as any other style or make of thresher This is no experimental machine that must be sold cheap in order to introduce it, but is acknowledged to be THE BEST, and consequently sells upon its merits, the demand for the Living Agitator" thresher you are not being no experiment and running no risk We guarantee our new separator is superior to every other thresher built You can't afford to buy a thresher with its cleaning qualities TO NOT BE TALKED INTO BUYING A MACHINE BECAUSE IT IS CHEAP OR NEW ANGLED

In short, we guarantee the J I Case Agitator the best and fastest thresher made and are ready to prove it It is more simple and cheaper to run than others and was to be reliable in every respect than to experiment with a new fangled machine of the cheap class Farmers who want their machines experimented with at your expense while your grain is in danger of being ruined, will not have any expense for operating?

Remember your whole dependence is upon your crop proceeds, and if you endanger it by experimenting with new fangled machines you do so at great loss to yourself We insure you against all these possible evils with our J. I. Case Agitator, which has been thoroughly tested for years in this country, and is known to be perfectly reliable, BEING BUILT ESPECIALLY FOR THE REQUIREMENTS OF THIS SECTION.

We also sell the only genuine DINGEE WOODBURY HORSE POWER made Beware of imitations!

The J. I CASE PORTABLE AND TRACTION ENGINES have been in general use in Oregon and Washington for years, and we guarantee them to be and are ready to prove them to be the most powerful most durable safest, more skillfully constructed and of better materials than any other Engines made

We are also AGENTS for the Celebrated JACKSON S DERRICKS, SELF FEEDERS AND FORKS.

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SUNSET

Is the Nearest, Most Beautiful And Accessible Of Portland's Suburbs, And what is more

Its Lots are by far the Cheapest

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TO SEASIDE TOURISTS.

Breakfasts, Lunches or Dinners
AT THE
OCCIDENT HOTEL,
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THE SEASIDE HOUSE,
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WILL BE OPEN FOR THE RECEPTION OF guests on Monday July 9th Table and accommodations will be first class Weekly Boarders $5 50 per week Transient boarders $1 per day children under ten years and servants half price

Apply to J A Holladay and C W Weidler Portland or to Carl Pipes Manager Seaside

NOTICE.

The close season on the Columbia River for fishing for salmon closes as everyone knows on WEDNESDAY AUGUST 1st THE LAW WILL BE ENFORCED. All interested will save trouble by strictly complying with it

P C REED
Fishmaster

SURGEON CHIROPODIST

AMUSEMENTS.

SOLID STATEMENTS"

The Largest, Strongest, Greatest and Best Big Show on Earth!

Will positively appear at the
NEW PARK THEATER
Monday, July 30, 1888.

McIntyre & Heath's Model Minstrels.

A Show of New Features.
Something to Please Everybody
Secure your seats at Prentice's.

GETTYSBURG CYCLORAMA.

The Great Battle Painting

Admission 50c; Children 25c.

This new finished exhibition is open from 10 A M to 10 P M Sundays from 1:30 P M to 10 P M Third street between Ash and Pine.

Valises & Trunks Repaired.

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LINES IN OREGON

GEN FREIGHT AND PASS DEPARTMENT,
PORTLAND, Or., July 28 1888.

ON AND AFTER AUGUST 1, 1888, THE $75 quarterly rate of $2 50 per ton on grain, proceeds from Portland to Salem Albany, Independence and Corvallis will be discontinued.

E. P ROGERS Asst G F & P Ag't.

THE MOST ABSOLUTE
SECURITY & INCREASE
ON INVESTMENTS

ALBINA

OREGON.

AS A PLACE FOR
INVESTMENT OF CAPITAL
IN REAL ESTATE

Or in manufacturing or other enterprises ALBINA presents to-day the most absolute assurance of the largest increase on such investments of any spot in Oregon. It is beautifully situated on the river opposite the north end of Portland, and DOWN the river from the central portion of Portland. The bridges already built, under construction and contemplated, are fast drawing the heavy business of the city and nearly all of the shipping further and further down stream. Soon all of it will be carried on below the railway and passenger bridge. Albina will get the benefit of this move, and even now she has

The largest docks and warehouses in Oregon.

THE MAMMOTH
Pacific Shops
Built by the Northern Pacific Terminal Company, in which the O R & N Co, the Union Pacific, the Oregon Short Line, Southern Pacific and Northern Pacific Companies are interested, are located here These shops have just been completed, and will soon commence operations with a large force of workmen

Other industrial enterprises are located here among which are the Portland Flouring Mills the largest in Oregon A Dry Dock capable of accommodating the largest ship afloat is now also under construction

Several companies are now organizing to embark in other industrial and manufacturing enterprises, all of which will be located at Albina because

IT IS HERE THAT EVERY RAILROAD TERMINATES

That runs into the Pacific Northwest and all enterprises of magnitude must first take into consideration the transportation facilities when deciding on a location for their plant

TWO STREET CAR LINES TO RUN
Through Albina

of the city and across the peninsula to the banks of the Columbia are to be pushed vigorously to completion, one being now under construction, and the franchise procured and iron ordered for the other

No other locality in Oregon has such solid substantial backing No other spot in Oregon can have just the peculiar combinations of

LARGE INTERESTS

Which are sure to make Albina

A Great Business and Industrial Center.

THE STREET RAILWAYS NOW BUILDING
Will Bring Many Eastsiders

FOR BUSINESS AND RESIDENCE

Purposes that beautiful and sightly table land lying north and east of Albina standing on which one overlooks the river with its varied life and the whole city of Portland

Considering the bright prospects for immediate and rapid growth property in all parts of Albina is remarkably low, lots ranging from $100 up according to location

Its enterprising people have built fine churches and school houses put in water works are grading and improving streets, and seem determined to keep fully abreast of the times Any one having a few dollars to spare will

Lay the Nucleus for a Large Fortune

If he wisely invests in Albina real estate at present figures.

AN ENTERPRISING CITY,
Situated on the
THE NORTHWEST RAILROADS.

For full information apply to the following well known gentlemen and reputable real estate dealers W. M Killingsworth, 105 First street; J. W. Cook, 32 Oak street, J. B Montgomery's agent, opposite north end Montgomery dock, Albina, Geo. P. Lent, 5½ Morrison street; J. E. Hazeltine, 214 Front st; Van D. DeLashmutt, Mayor of Portland; Haight & Donner, 15½ Washington st.; H. B. Oatman, corner First and Washington, John M. Puttinger, Albina, D F Sherman, Cashier Oregon National Bank; T. W Puttinger, Albina; Jacob Haas, Merchants' Hotel; Thompson & Maufee, Albina, Dr. S. A. Brown; E. Hill, Albina; Dr. J. Surman; A. J. Smithson, Albina; Robert Bell, T. L. Vennegerholtz, Albina, or G. S. Pershin. Ferry leaves foot Oak st. every ½ hour from 5½



From the Lantern & Independent Job Printers and Lithographers of Portland, Oregon possessing the greatest Natural Water Power in America

Sketch after Nature

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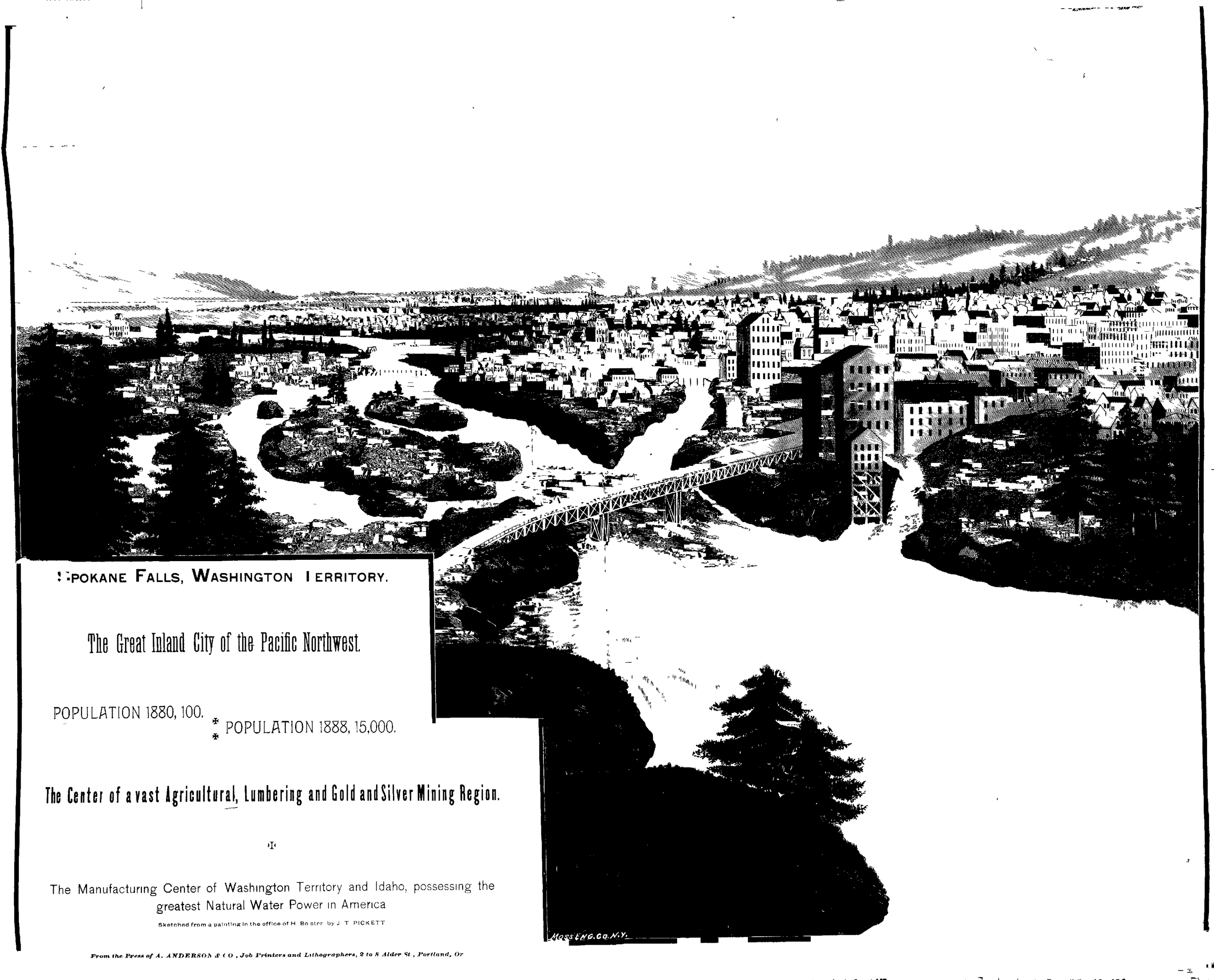


# SPOKANE FALLS, WASHINGTON TERRITORY.

## The Great Inland City of the Pacific Northwest.

POPULATION 1880, 100.

POPULATION 1888, 15,000.

## The Center of a vast Agricultural, Lumbering and Gold and Silver Mining Region.

The Manufacturing Center of Washington Territory and Idaho, possessing the greatest Natural Water Power in America

Sketched from a painting in the office of H. Bolster by J. T. PICKETT

*From the Press of A. ANDERSON & CO., Job Printers and Lithographers, 2 to 8 Alder St., Portland, Or*



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Heath's Model Minstrels
Band.
Specialties. Go Please Everybody
Prompt Promotion.

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Open Sun. Children 25c.
Exhibition hours from 10 A.M. to 10 P.M.
Sundays from 1:30 P.M. to 10 P.M.
Corner Ash and Park.

Dressy for Summer Trips.
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Portland, Or., 1888.
Tickets will be sold from all stations on the line of this road to Portland and return at one fare for the round trip, on account of the Mardi Gras Festivities.
By order of the President.
E. P. ROBERTS, Asst. G. P. & P. Agt.

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WEST RAILROADS

NOW BUILDING

RESIDENCE
land lying north and east
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churches and school houses
provided. Streets and sewers
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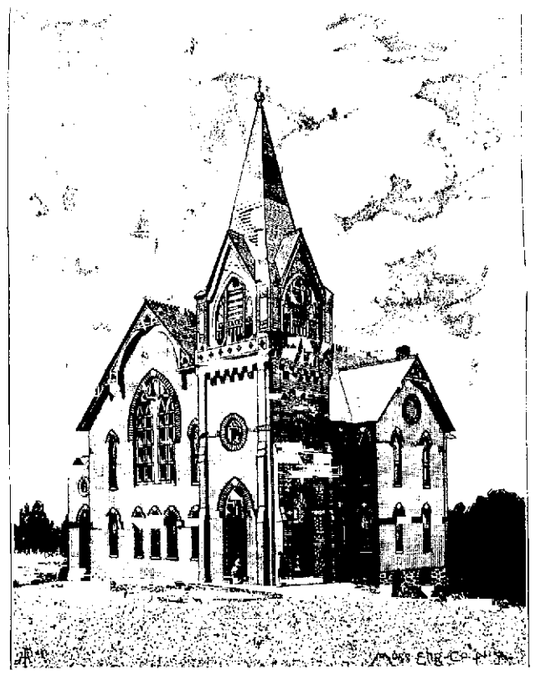
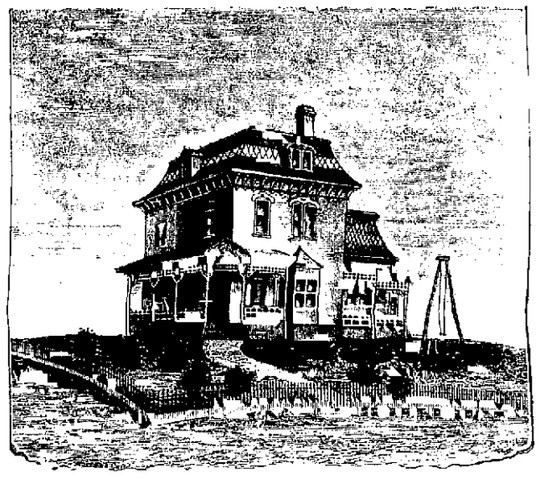


THE M. E. CHURCH.

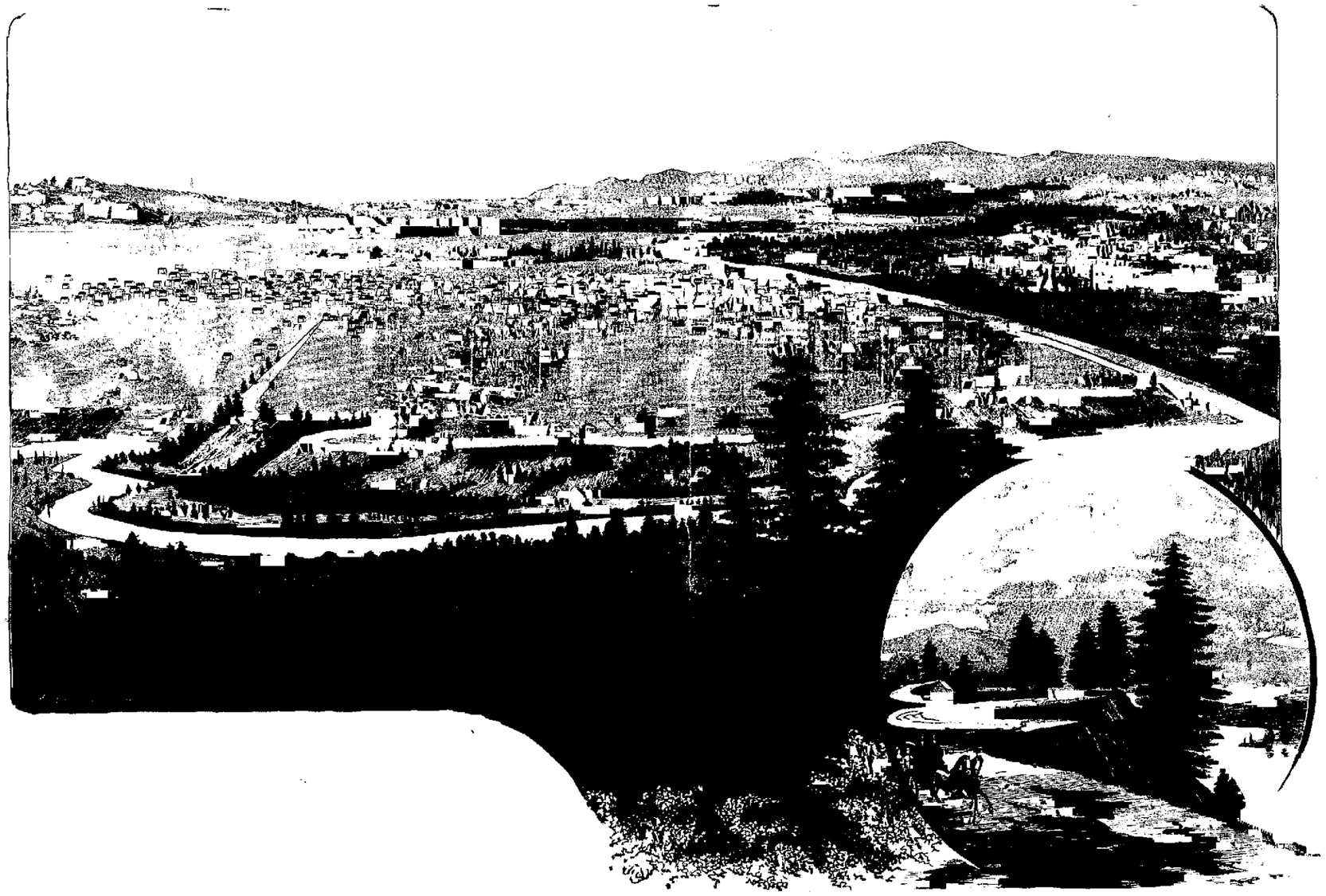
RESIDENCE OF A. A. NEWBERY.

THE GRAND HOTEL.

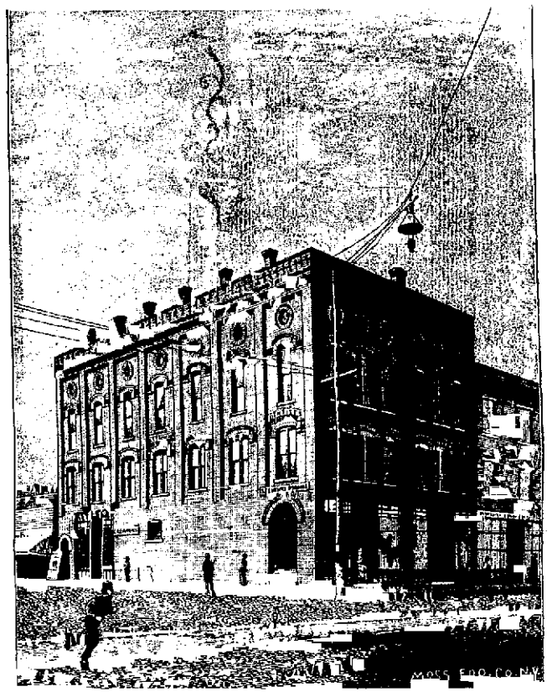


RESIDENCE OF I. S. KAUFMAN.

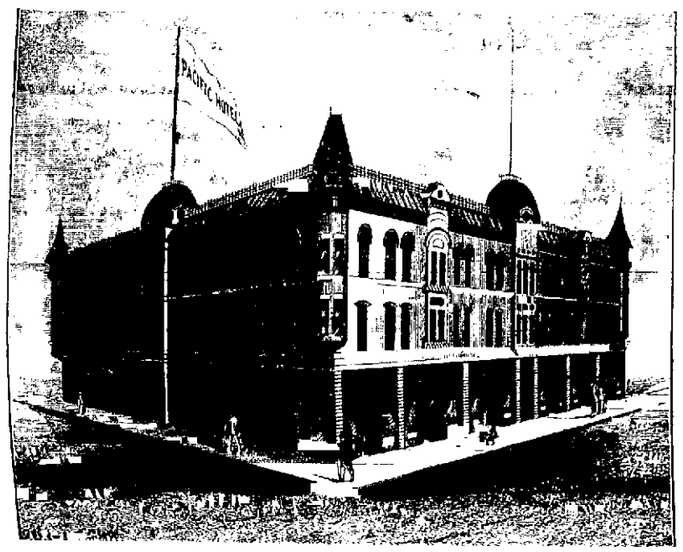
TRADERS' NATIONAL BANK,
AND CLOUGH & GRAVES, REAL ESTATE.



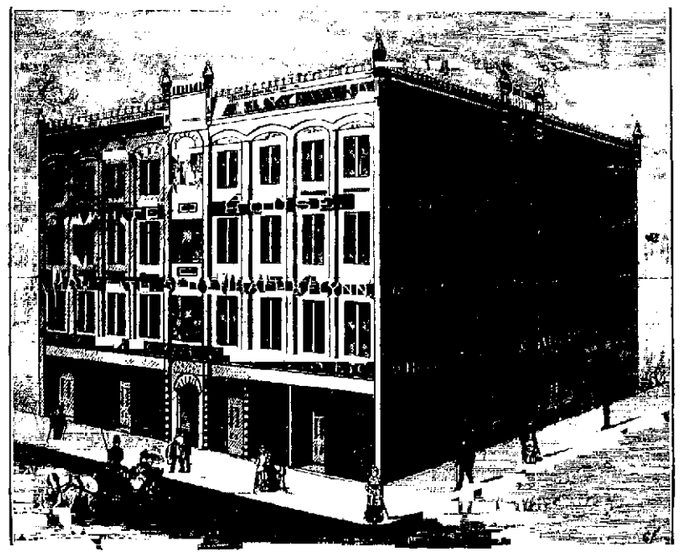
GRAND BOULEVARD, SPOKANE FALLS, W. T.



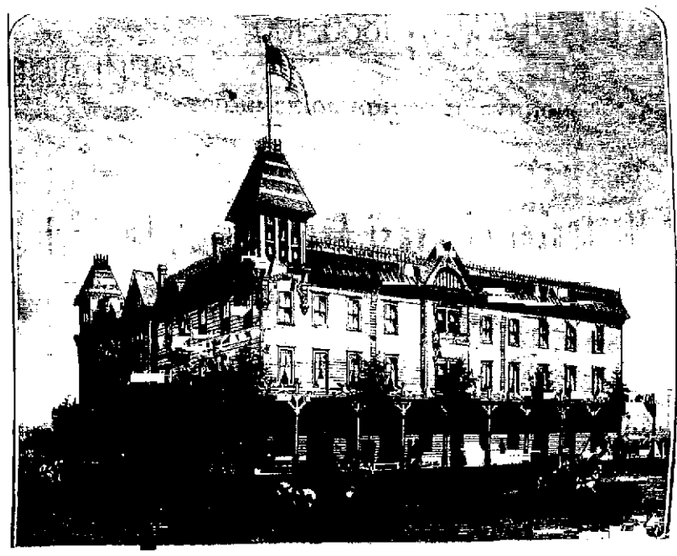
SPOKANE OPERA HOUSE.
HEADQUARTERS OF F. BRACHT,
Dealer in Pianos, Organs and Musical Merchandise.



PACIFIC HOTEL.



THE WHITE HOUSE, (Frankfort Block).
WHOLESALE AND RETAIL DRY GOODS.



THE WINDSOR HOTEL.

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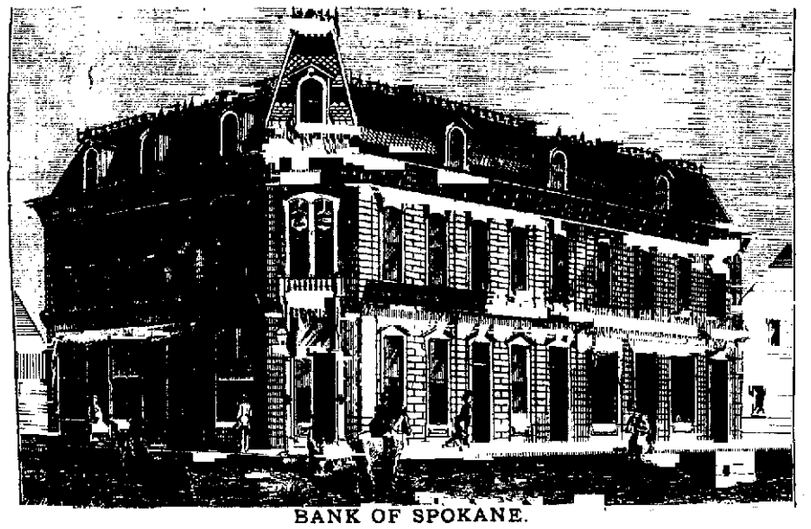


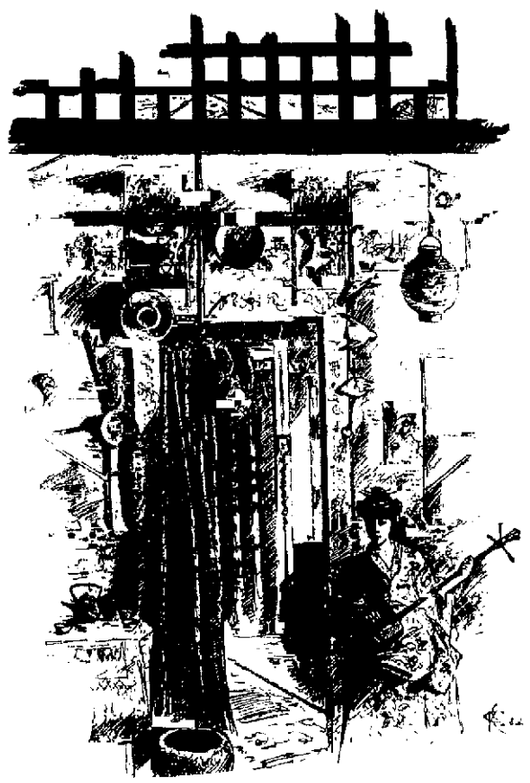
BANK OF SPOKANE.

A. M. Cannon, Pres't. B. H. Bennett, Cashier. R. L. Clark, Ass't Cashier.

SAW MILL OF SPOKANE MILL COMPANY.

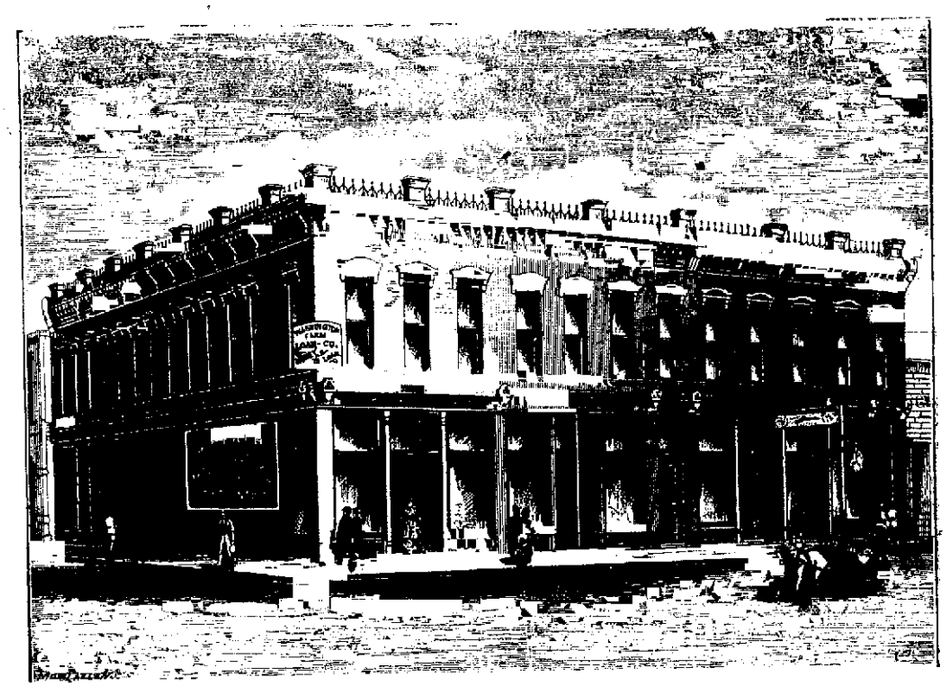
RESIDENCE OF HON. A. M. CANNON.

NORTHERN PACIFIC DEPOT, SPOKANE FALLS.



H. L. CUTTER'S RESIDENCE.
(A CORNER IN A JAPANESE ROOM.)

A SPOKANE INDIAN.



JAMEISON BLOCK.

FIRST NATIONAL BANK,

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HORACE L. CUTTER, CASHIER. F. K. McBROOM, ASST. CASHIER.

RESIDENCE K. K CUTTER.
(The Turkish Divan in the "Chalet / Hohenstein.")

SPOKANE COTTAGES.

HYDE BLOCK.

SPOKANE DRIVING PARK.

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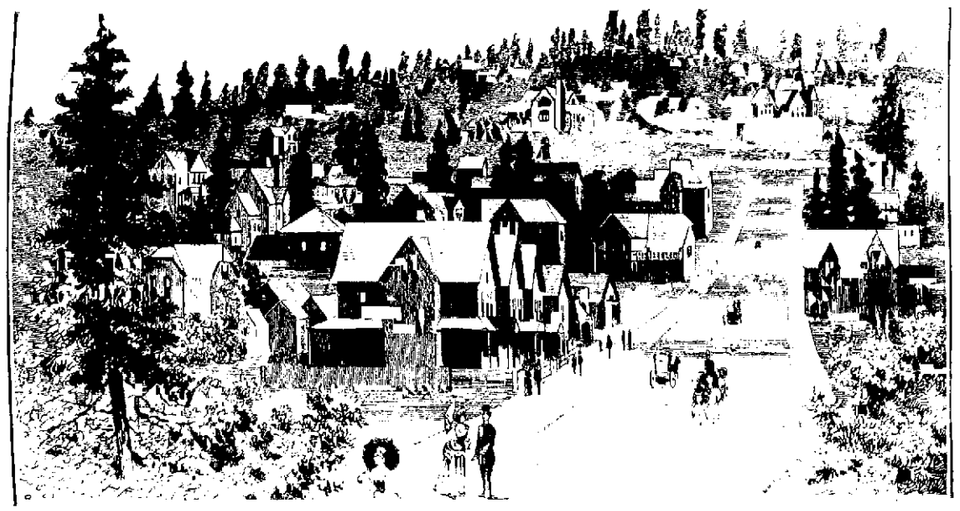
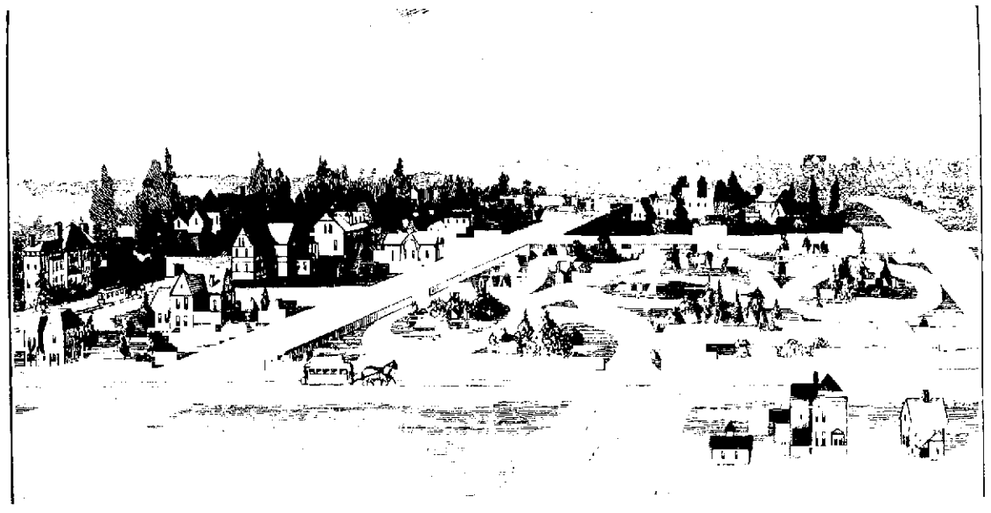
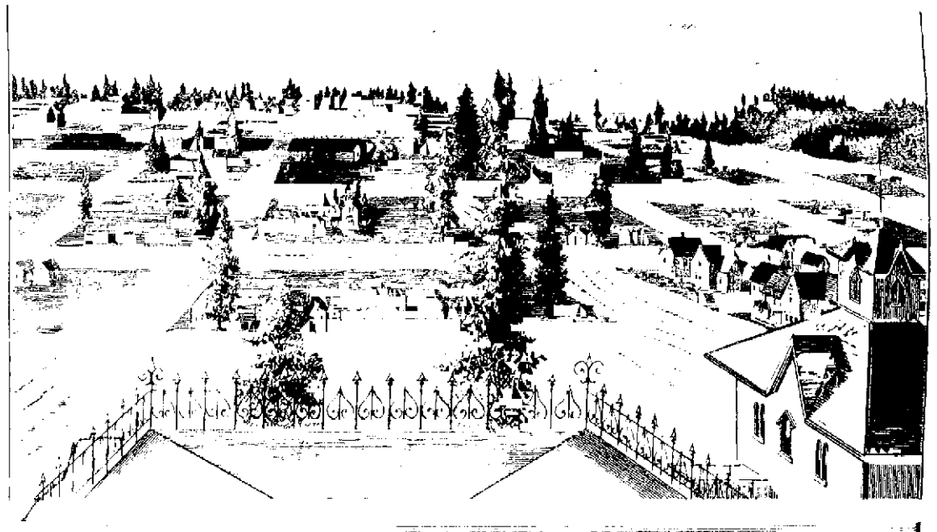
VIEW AT THE HEAD OF HOWARD STREET.

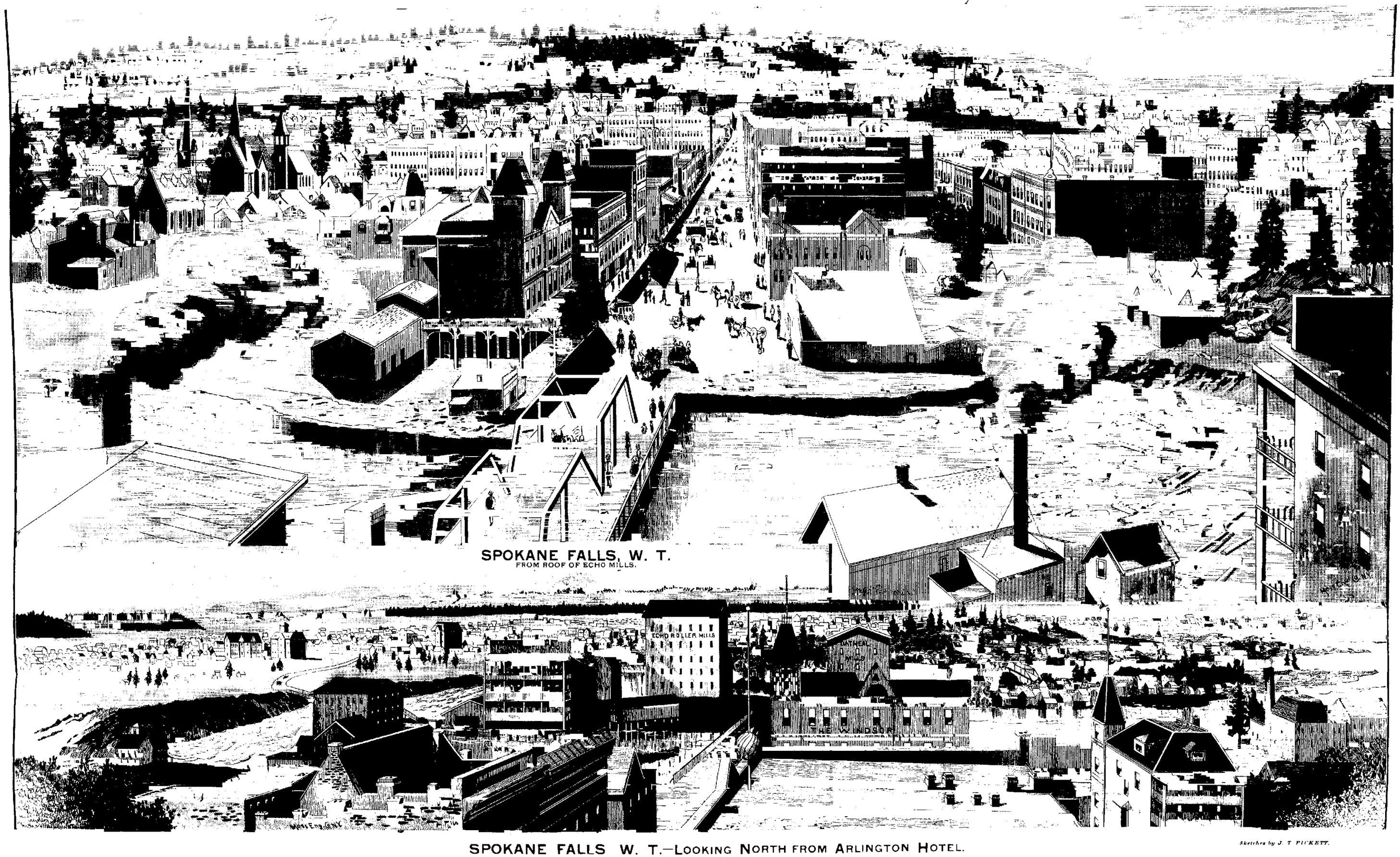


CŒUR d'ALENE PARK.
A GIFT TO THE CITY BY HON. A. M. CANNON AND J. J. BROWNE



ARLINGTON HEIGHTS.
VIEW FROM THE CUPOLA OF HON. A. M. CANNON'S RESIDENCE.






SPOKANE FALLS, W. T.
FROM ROOF OF ECHO MILLS.

SPOKANE FALLS W. T.—LOOKING NORTH FROM ARLINGTON HOTEL.

Sketches by J. T. PICKETT.

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